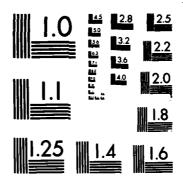
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Lightweight Towed Howitzer Demonstrator

Final Report

Volume D3 - Part II

Structural Analysis of System

April 1987



Contract Number DAAA21-86-C-0047

FMC CORPORATION
Northern Ordnance Division
4800 East River Road
Minneapolis, Minnesota 55421

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1. REPORT NUMBER 2. GOVT ACCESSION NO AD-A183	. 3. RECIPIENT'S CATALOG NUMBER			
4. TITLE (and Subtitle)	5. TYPE OF REPORT & PERIOD COVERED			
Final report for the Lightweight Towed	Final: 20 December 1985 -			
Howitzer Demonstrator	13 March 1987			
	6. PERFORMING ORG. REPORT NUMBER			
	E-3041			
7. AUTHOR(s)	8. CONTRACT OR GRANT NUMBER(#)			
Robert Rathe, FMC Program Manager	DAAA21-86-C-0047			
Bart Anderson, FMC Project Manager				
9. PERFORMING ORGANIZATION NAME AND ADDRESS	10. PROGRAM F! EMENT PROJECT TASK			
FMC CORPORATION, Northern Ordnance Division	10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS			
4800 East River Road	Item 0001 LTHD Phase I and Partial			
Minneapolis MN 55421	Phase II			
11. CONTROLLING OFFICE NAME AND ADDRESS	12. REPORT DATE			
AMCCOM	April 1987			
AMSMC-PCW-A(D)	13. NUMBER OF PAGES			
Dover NJ 07801-5001	4.856			
14. MONITORING AGENCY NAME & ADDRESS(If different from Controlling Office)	15. SECURITY CLASS. (of this report)			
AMCCOM				
AMSMC-FSA-F	Unclassified			
Dover NJ 07801-5001	154. DECLASSIFICATION/DOWNGRADING			
DOVEL NO 07801-3001	SCHEDULE N/A			
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17. DISTRIBUTION STATEMENT (of the obstract entered in Block 20, if different from Report)				
Same as Block 16.				
18. SUPPLEMENTARY NOTES				
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weapons, composite cradle, composite hydraulic actuators, composite trails, field artillery weapons, firing stability analysis, howitzers, hydraulic control valves with force feedback, hydraulic joystick control of gun direction, hydraulic inertial ranmer, hydraulic opening breech, hydraulic primer autoloader, lightweight towed howitzer demonstrator (LTHD) load out of battery howitzer, mortar howitzer, recoil energy recovery, recoil mechanism, using metal matrix composites, titanium muzzle brake, titanium platform, titanium spade, titanium walking beams, thermal stability, towing stability analysis, unconventional weapons, and weight reduction of artillery.  20. ABSTRACT (Continue on reverse side it necessary and identity by block number)  The LTHD (Lightweight Towed Howitzer Demonstrator) was to be a 9,000 lb equivalent to the M198, transportable via Blackhawk helicopter, with reduced emplacement time using fewer personnel. The FMC design achieved weight reduction via a mortar-like configuration, composites structure, and hydraulic actuators. Recovery of power from the recoil system, in turn, facilitated crew reduction via hydraulic emplacement, four-way joystick to the law and power ranming. FMC completed Concept Development (Ph. 1) and				
tube lay, and power ramming. FMC completed Concept Development (Ph I) and two-thirds of Detailed Design (Ph II) prior to funds running out.				

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CEL MEMO: JANUARY 26, 1987

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R. Rathe\*

Date January 26, 1987

From

Subject

C. R. Ortloff

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STRESS & STABILITY RESULTS FOR THE 22.5° GIMBAL ROTATION, 72° GUN ELEVATION SYSTEM MODEL LWHD UNDER PROOF IMPULSE LOADS
\*(figures 497-601 attached)

This stress report summarizes results of the system FE model load case  $(22.5^{\circ}-72^{\circ})$  under the assumption of "hard soil" spade emplacement, free trail ends, and proof dynamic loads. Previously, reports have been forwarded for the  $0^{\circ}-0^{\circ}$  case (CRO to L. Libhardt, 17 Dec 86), the  $0^{\circ}-72^{\circ}$  case (CRO to L. Libhardt, 29 Dec 86) and the  $22.5^{\circ}-0^{\circ}$  case (CRO to L. Libhardt, 8 Jan 87). This report completes the cycle of specified load cases for the system model with free trail ends and hard soil spade emplacement for dynamic impulse loading. To date, 601 computer hard copy figures have been delivered on system stress results.

#### SUMMARY

The present load case (22.50-720) appears to be the limiting case of the 4 cases thus far computed. In addition to previously observed gimbal failure zones (viz., the lower cradle attachment arms and shaft attachment zones on both upper and lower box beams), this load case indicates a plastic hinge failure of the gimbal upper arms also. This load case also confirms that plastic deformation occurs on the horizontal spade plate attached to the lower box beam of the platform. The details of stress pass results at times equal to 0.084, 0.129, 0.237 and 0.304 sec. are summarized below as are stability results. Stresses shown in the accompanying plots are von Mises equivalent stress values.

## DETAILS OF STRESS PASS RUNS

Shown in figures 498 to 515 are dynamic displacement-time histories for Master Degree of Freedom nodes (MDOF) located on the platform. The locations of these nodes has been shown in earlier memos of this sequence. Peak displacement times are selected from these plots for use in stress pass calculations (Figures 521 to 595). A damping value of 0.2% is incorporated into the runs; in that actual system damping values (ALPHAD, BETAD) are unknown, the decay envelope of the oscillatory displacement behavior (exhibited in Figures 498-515) past c.310 ms may vary depending on the damping constant chosen. Use of the 0.2% damping value is conservative past c.310 ms in that

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system stability is not dependent on an energy dissipation mechanism (which may not exist). Below c.310 ms, where loads are applied, damping plays a minor role in stress and deflection levels; note that the stress pass times are all below c.310 ms and that this time range contains all the displacement peaks.

Reference to Figures 519 and 520 shows the MDOF node locations for Figures 516-518. Node 3009 is located on the cradle forward manifold. Figure 516 indicates about a 5 inch lateral (UX) deflection peak at c.750 ms as well as a 4 inch vertical excursion at about the same time. In that the torque vector can be decomposed into components in the (global) x,y,z directions (Figure 520), then moments exist (acting on the cradle arm) to twist the cradle about the x,y, and z axes simultaneously. The beam model used for the cradle is constructed to roughly match the bending and rotational stiffness of the 10-86 cradle design so that UX, UY deflections (Figures 516, 517) roughly model the dynamic deflection effect of both cradle and cable deflection. It appears that for the 22.50, 720 load case then that the cradle experiences reasonably large UX and UY deflections. Depending on cradle and cable damping values, it is unclear if the duration of the cradle oscillations will interfere with reloading/reaiming procedures under "rapid fire" conditions. Later cradle designs with higher stiffness components will undoubtedly reduce these deflections and vibration levels.

Figures 521-539 summarize results for the stress pass at 0.304 sec. The conclusions are summarized below:

- o The upper gimbal arms (Figures 527, 528, 529, 532 and 537) contain stresses far in excess of the 80 ksi yield stress. A plastic hinge appears to develop and cause arm failure. The attachment zone of upper arms to gimbal (Figure 530) also shows zones of plastic failure.
- o Upper and lower platform tabs (Figures 533-534) appear to be adequately designed.
- o The lower gimbal arms contain tip zones (Figure 535) at the 80 ksi yield stress; although the actual gimbal mount zone has not been modeled exactly, nevertheless high stresses are encountered close to the mount points.

Figures 540-558 summarize stress results for the 0.084 sec. stress pass. The conclusions are summarized below.

o The gimbal lower box beam shaft mount openings (upper and lower) exhibit stresses in excess of yield stress (Figures 540, 541, 542). The upper gimbal box beam shaft openings are in the elastic range.

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- The platform (Figures 545-548) horizontal spade plate has zones between vertical reinforcing spacers that are in the plastic region. The moment (about the x-axis) and compressive force put on the lower platform box beam is substantial (considering that the spade horizontal plate is constrained by ground contact). This leads to stress concentration areas in the vicinity of the spade horizontal plate-lower box beam welded connection seams. As recommended in earlier memos, a possible fix to this recurring problem is to extend the triangular reinforcing tabs (front and rear) to the edge of the horizontal spade plate and/or use of several more of the extended reinforcing tabs in the open bays between the current tabs.
- o Upper (Figure 549) and lower (Figure 550) platform to gimbal shaft mounting tabs appear to be adequately designed as stresses do not exceed 30 ksi.
- The lower gimbal arms (Figure 552) appear to have localized failure zones in the region of the cradle attachment points (here taken to be the central nodes denoted  $C_1$ ,  $C_2$ ). Although the actual connecting bearing region has not been modeled, nevertheless stresses are over 80 ksi in regions away from the  $C_1$ ,  $C_2$  nodes. Based on St. Venant's principle, the vertical plate part of the I-Beam lower arms will need to be thickened to reduce stress levels near the  $C_1$ ,  $C_2$  nodes.
- o The gimbal lower arm reinforcing plates(Figure 554) contain stresses in the plastic regime and need to be thickened to reduce stress to acceptable levels.
- o The platform spade reinforcing spacers (Figures 555-557) appear adequate to absorb the side thrust loads as stresses shown are in the elastic range.

Figures 560-573 summarize stress results for the 0.237 sec. stress pass. The conclusions are summarized below.

- o Again, this stress pass case indicates stresses over yield on the top gimbal arms (Figure 561).
- o Stress on the lower gimbal box beam shaft opening (Figure 565) is at the yield value. This type of local failure has been observed for all the load cases and may be remedied by local reinforcement of the gimbal at all the box beam openings.
- o Stresses on the platform horizontal spade plate exceed yield stress (Figure 567-569) in the plate bays between triangular reinforcing plates by as much as 40 ksi. The overstressed zones occur both ahead (Figure 569) and behind (Figure 567) the lower platform box beam.

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Figures 575-595 summarize stress results for the 0.129 sec. stress pass. The conclusions are summarized below.

- o Local yielding again occurs on the platform vertical spade plate (Figures 575-577). Stresses in the outer panel bays exceed yield by about 4 ksi.
- o Stresses in the lower gimbal box beam shaft opening (or both upper and lower surfaces) exceed yield stress (Figures 578-580) by about 6 ksi.
- o Stresses in the lower gimbal arms (Figure 583) have localized stress zones over yield stress in the web area near the gimbal-cradle attachment zone. This type of failure has been previously observed for all other stress pass times.

The values given below summarize maximum stress results for the upper and lower shafts (connecting the gimbal to the platform). These results proceed from the printed output associated with each stress pass case together with interpretative descriptive material from the ANSYS 4.2B, V. I Manual, pp. 4.4.1-4.2.5. Reference to Figure 596 (lower shaft nodes), Figure 597 (lower shaft elements), Figure 598 (upper shaft nodes) and Figure 599 (upper shaft elements) is used with printout results to obtain the maximum shaft stress values.

- o The maximum upper shaft stress (for all times considered) is 37 ksi; the maximum lower shaft stress is 32.4 ksi. These stresses are the maximum of the outer fiber stresses.
- o The maximum force in the connecting rod (element 3262) between gimbal and platform is 13,000 lbf. This rod is necessary to prevent gimbal rotation within the platform frame caused by the Y components of torque on the-gimbal. Recall that the STIF4 shafts have zero torsional stiffness so that the connecting rod is necessary for gimbal stability.
- A survey of forces on connecting nodes from trails to platform (4 connecting nodes per trail) indicates a maximum force of about 4000 lbf. The forces are obtained by observing the stress in the beam elements of the trails joining connecting nodes on the platform and multiplying by the beam area.

## SUMMARY OF THE FOUR LOAD CASES

Since all four load cases have now been computed for the system model, some general observations can be made with respect to gimbal and platform stress levels. The  $22.5^{\circ}-72^{\circ}$  case contains all of the previously noted structural failure mechanisms; however, the details of prior load cases should be reviewed for stress levels.

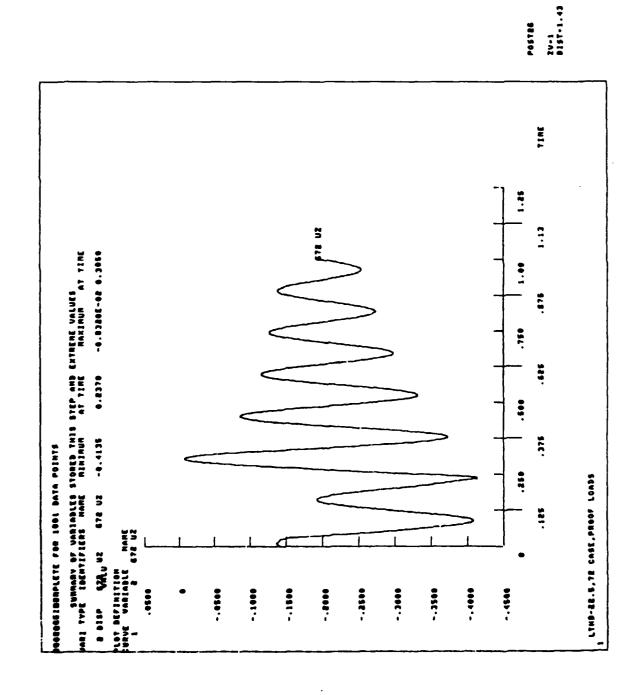
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- The lower gimbal arms likewise possess regions near the cradle mount zone that are over yield stress (Figures 540, 543, 552, 578). For many cases, stress levels are close to or exceed yield stress in the I-Beam web area as well as the triangular reinforcement plates connecting the arms to the gimbal box beams. Details of the maximum stress levels are obtainable from review of the totality of 0°-0°, 0°-72°, 22.5°-0° and 22.5°-72° load cases; this failure occurs for most of these load cases.
- The horizontal plate forming the top part of the spade is highly stressed. Since this plate lies on the ground and is constrained to move parallel to the ground, the lower platform box beam puts considerable moment and compressive force on the spade plate. The bay regions between vertical triangular reinforcement plates are in the plastic regime for most load cases. Several reinforcement ideas have been presented to strengthen this region.
- The upper and lower shaft opening zones on the gimbal, for both upper and lower box beams, are in the plastic regime. This result appears consistently in all the load cases and calls for local reinforcement of these gimbal areas.
- o The upper and lower gimbal-to-platform shafts appear to be adequate for all load cases. Stresses between 20-50 ksi are encountered for these shafts for all load cases.
- o The upper and lower platform to gimbal shaft mounting tabs appear to be adequate for all load cases as no stresses outside the elastic regime are encountered.
- o The vertical platform and gimbal box beams can be reduced in thickness somewhat (about 30%) to raise their dynamic stress levels. The weight saved can be put to use in providing local reinforcement plates or thickness increases of elements elsewhere in the structure.
- o Dynamic stability of the system exists for all load cases. The 22.50-720 case appears to contain somewhat large horizontal and vertical amplitude displacements (about 4 inches) at low frequency (1-5 Hz) for the cradle. The high damping

characteristics of the composite slide tube and Kevlar cable may damp this motion out before the next firing event. More work needs to be done on the effect of material and geometric (structural) damping constants on system stability.

o The spade appears adequate to absorb loads for the "hard soil" model for all load cases computed.

C. R. Ortloff



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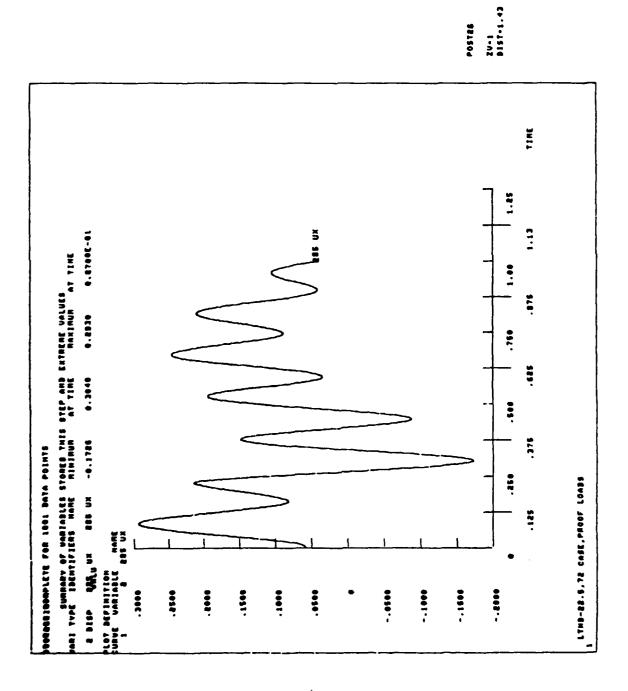
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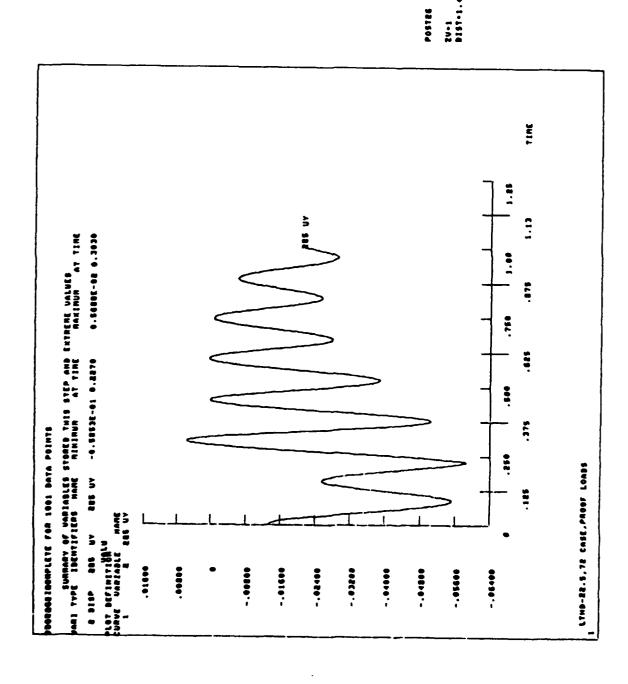


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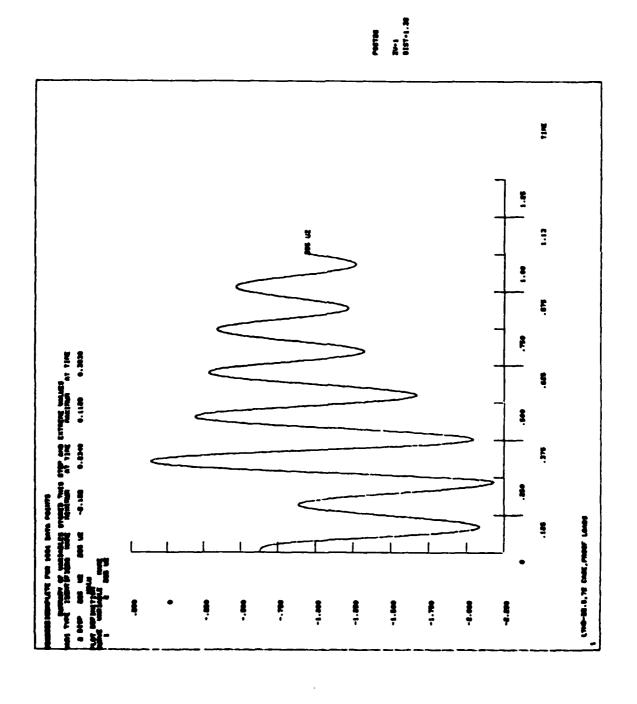
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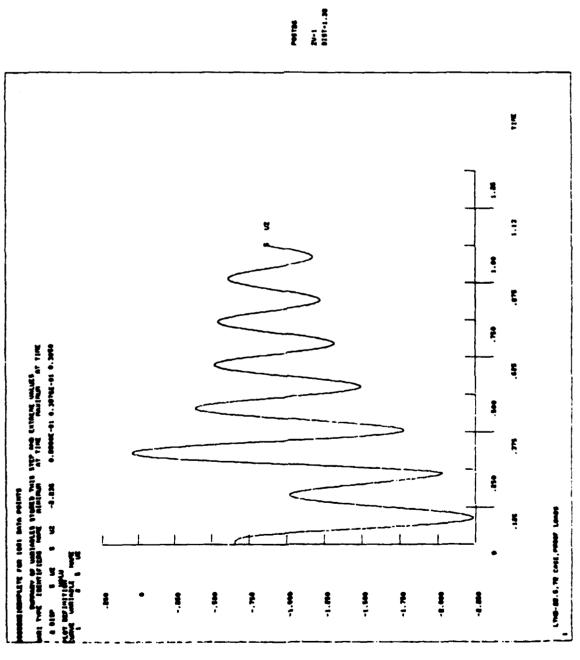
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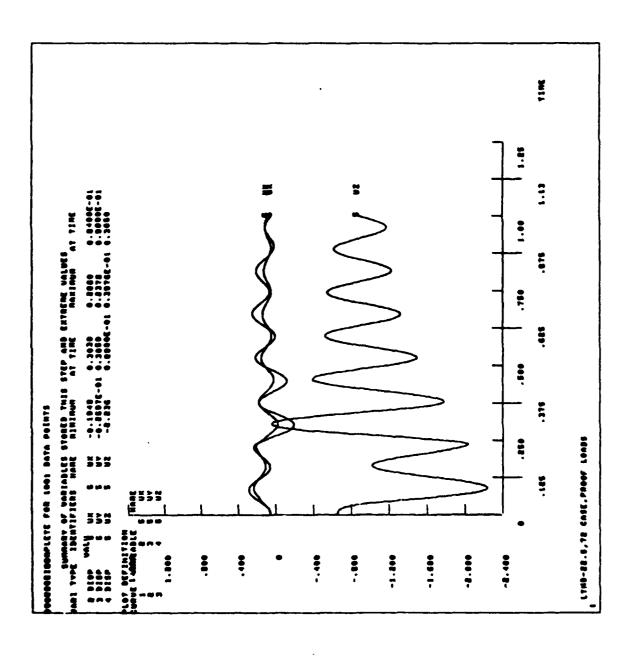
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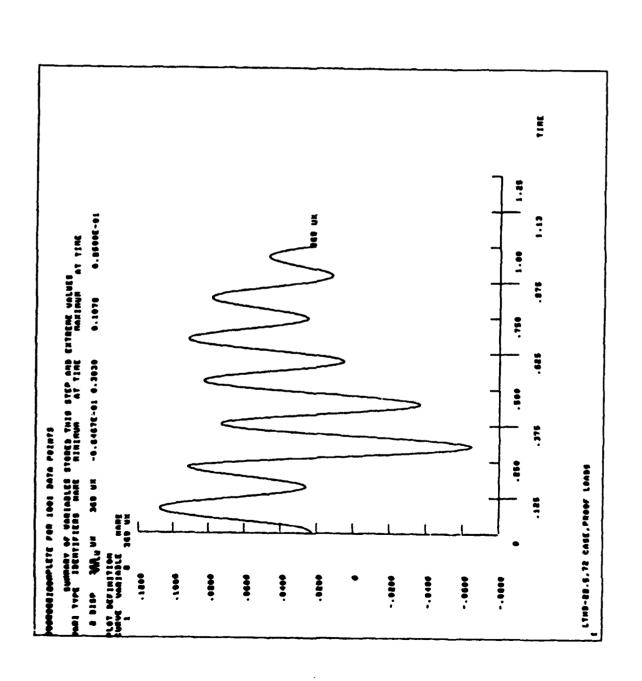


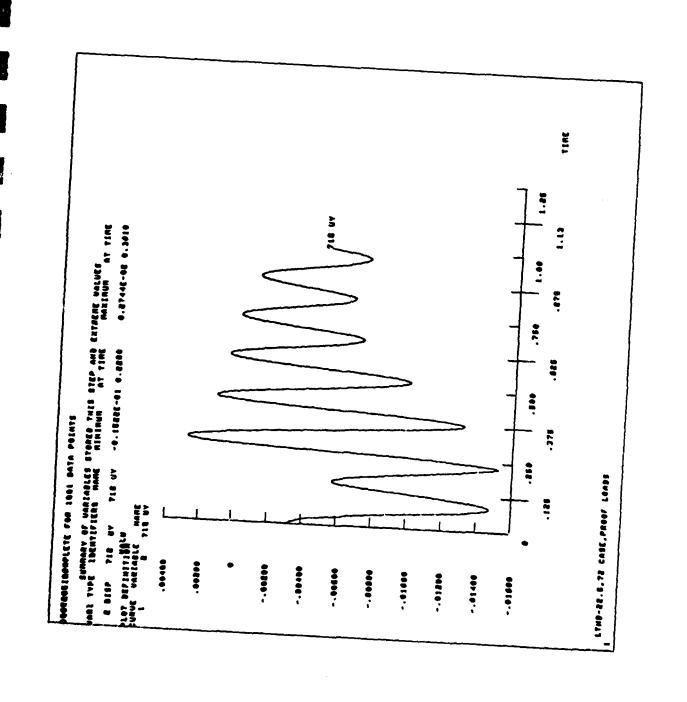
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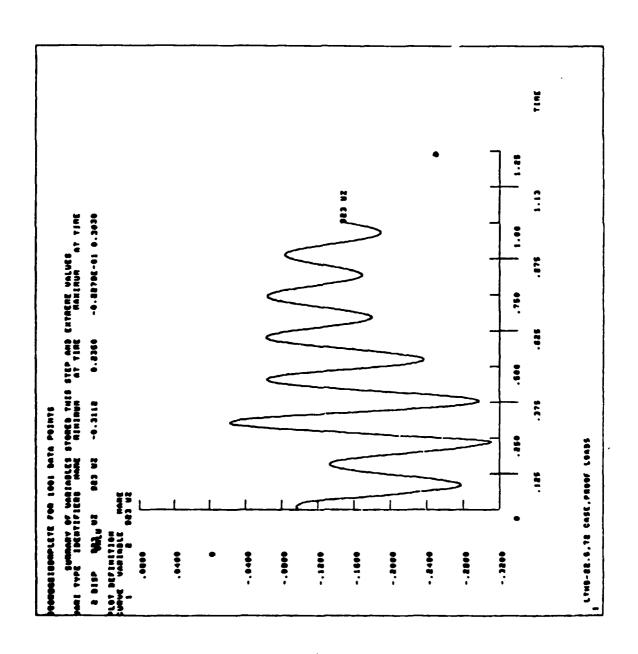
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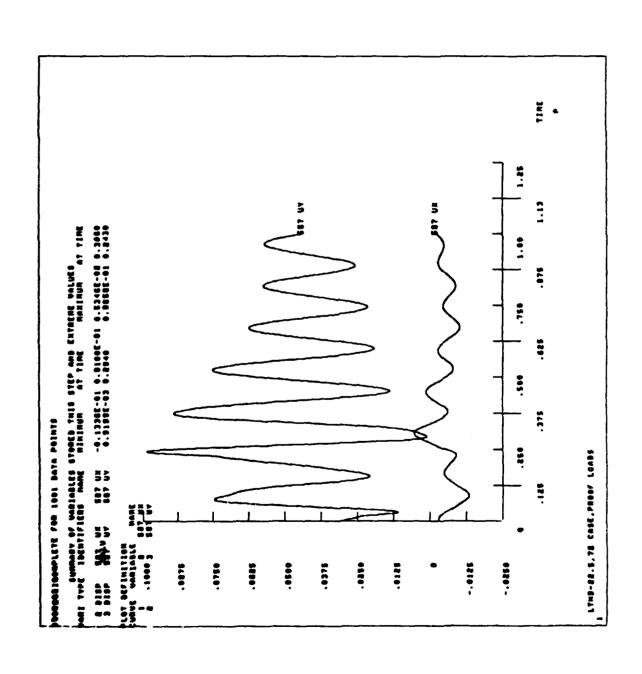




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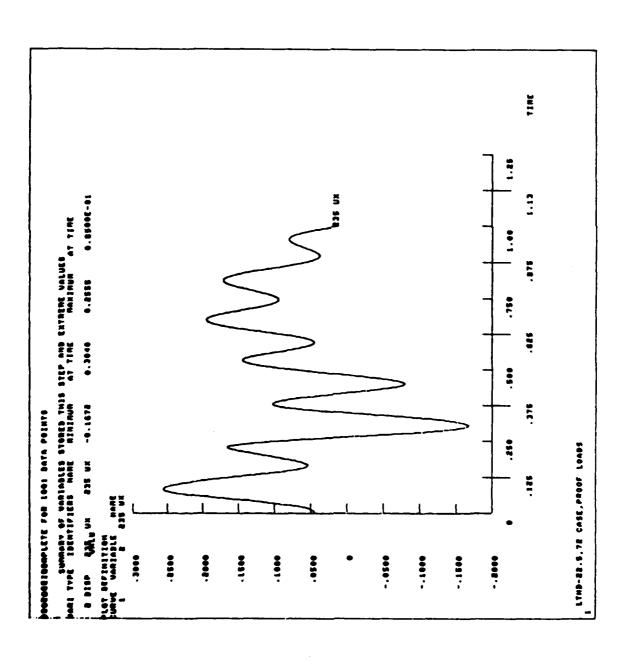
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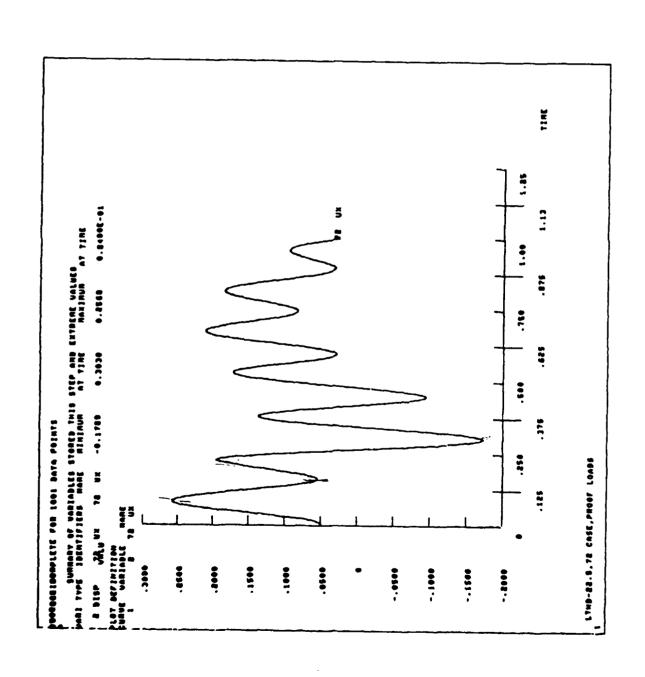
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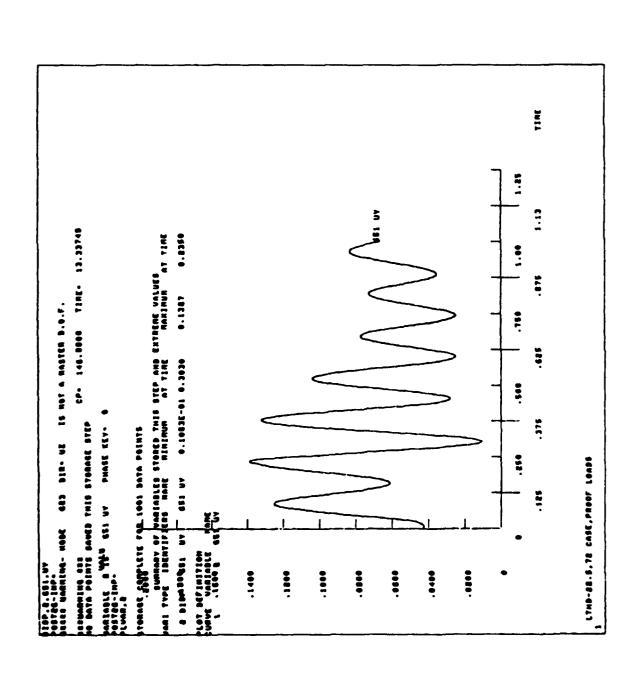
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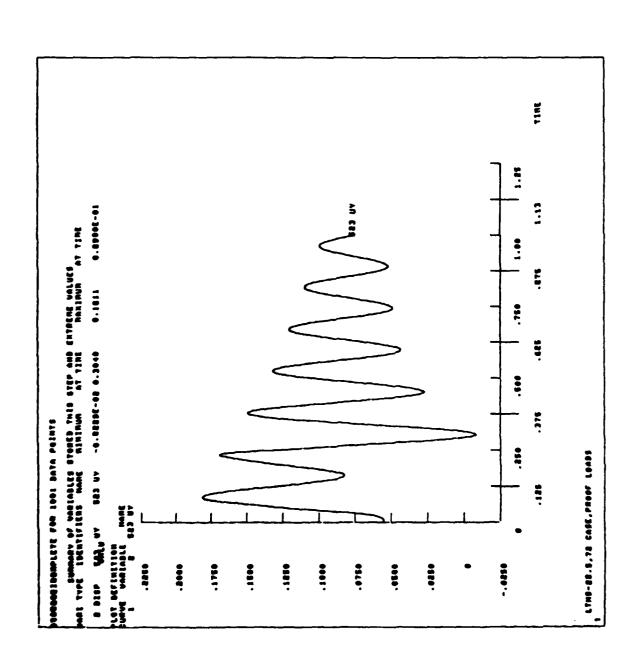
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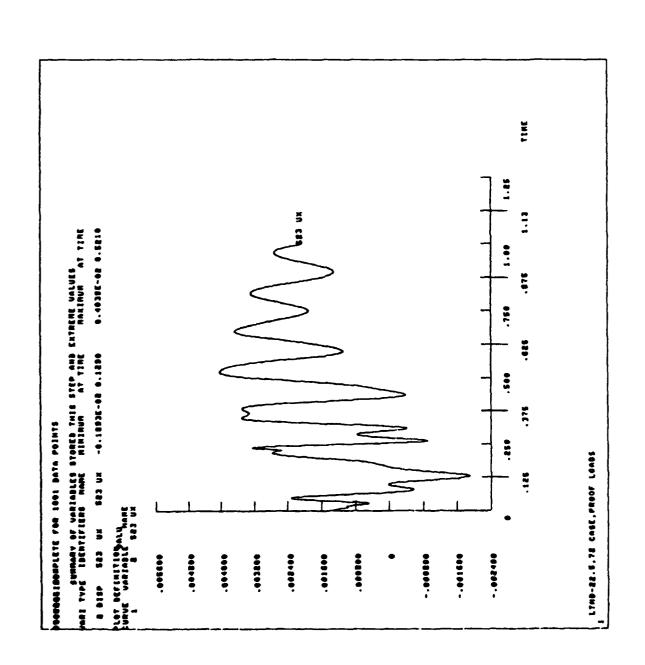
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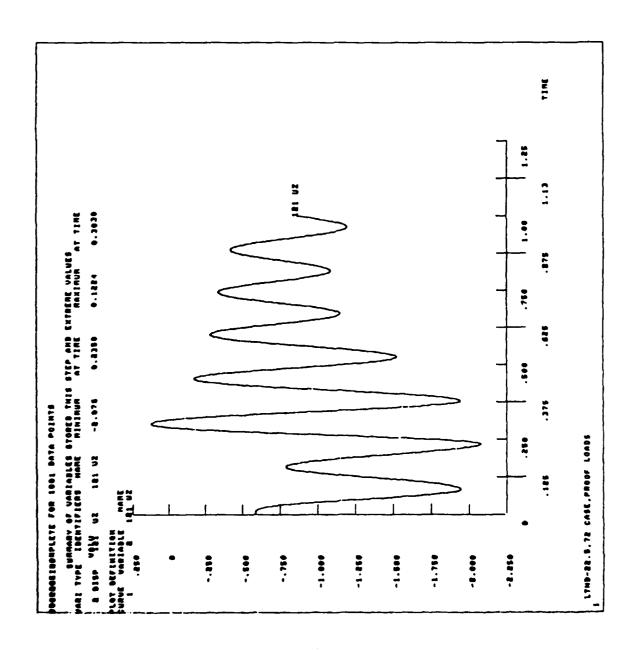
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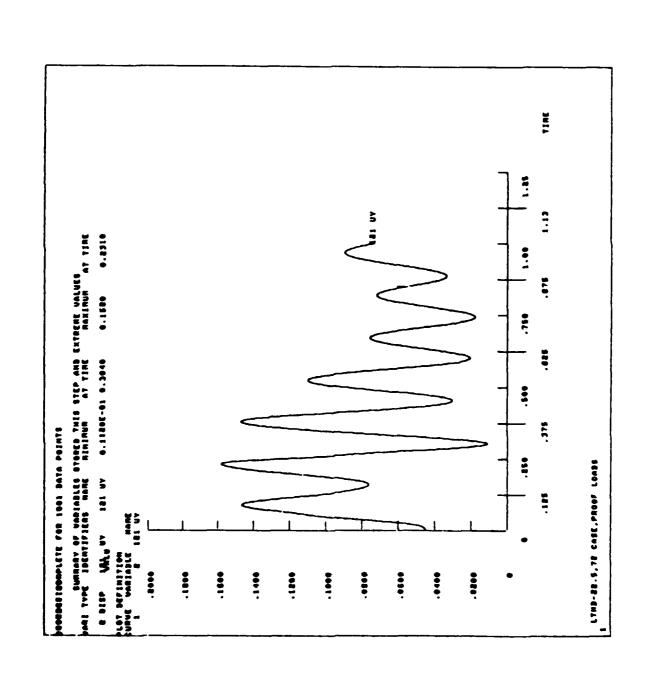
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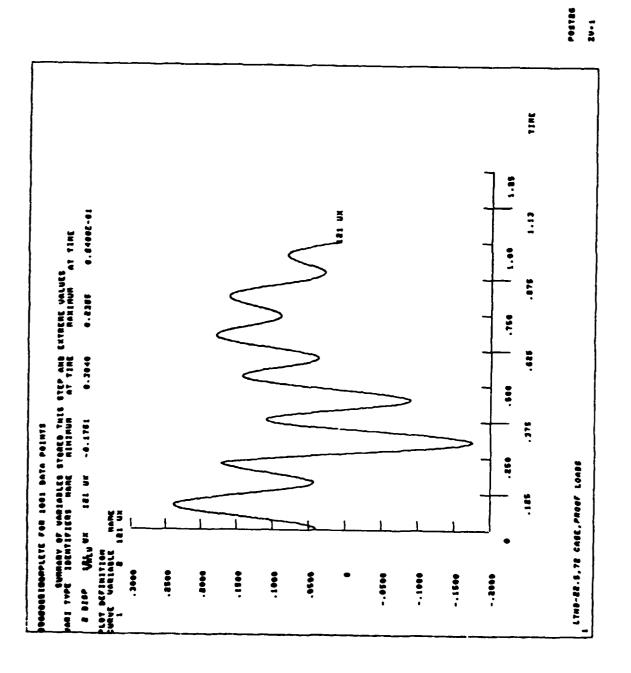
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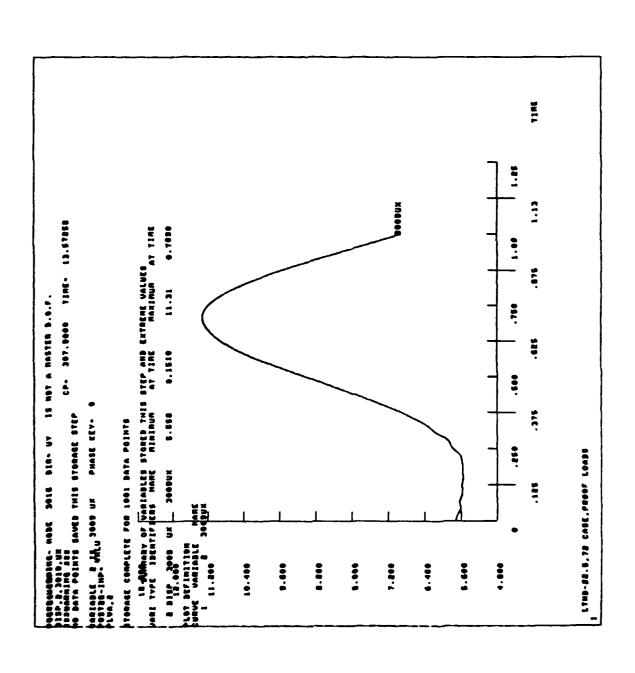


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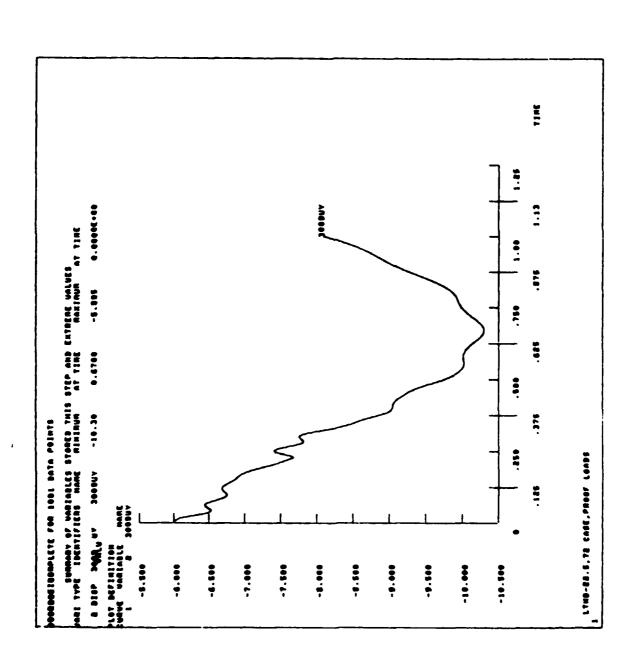
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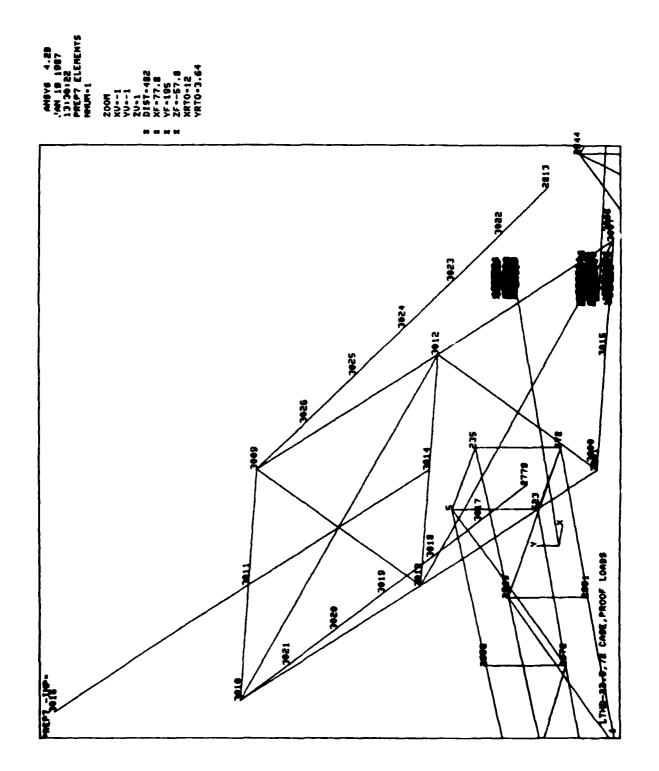


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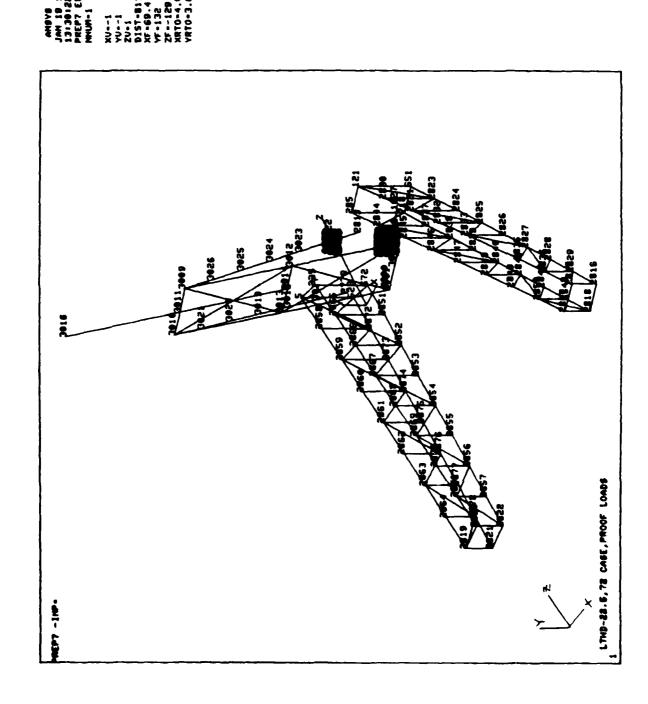
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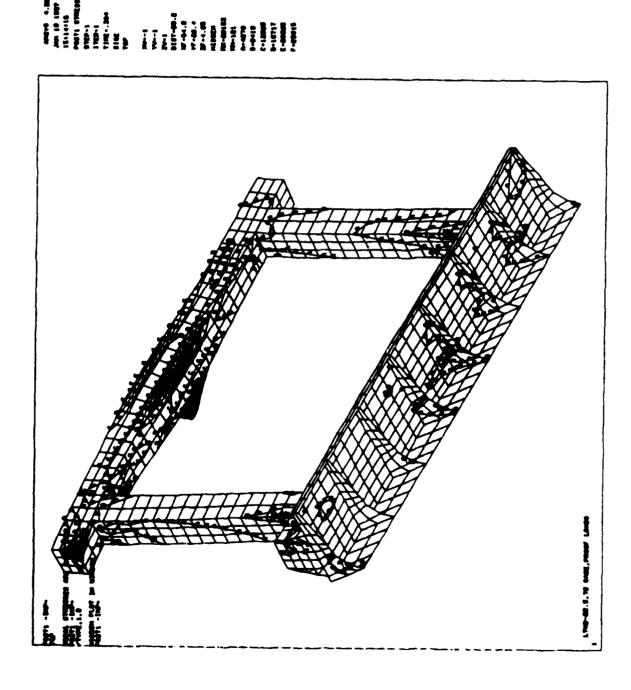
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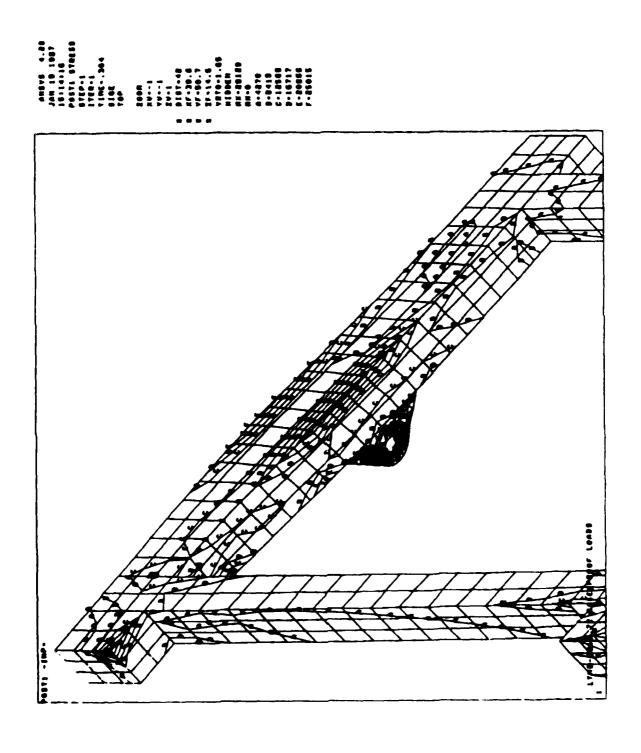
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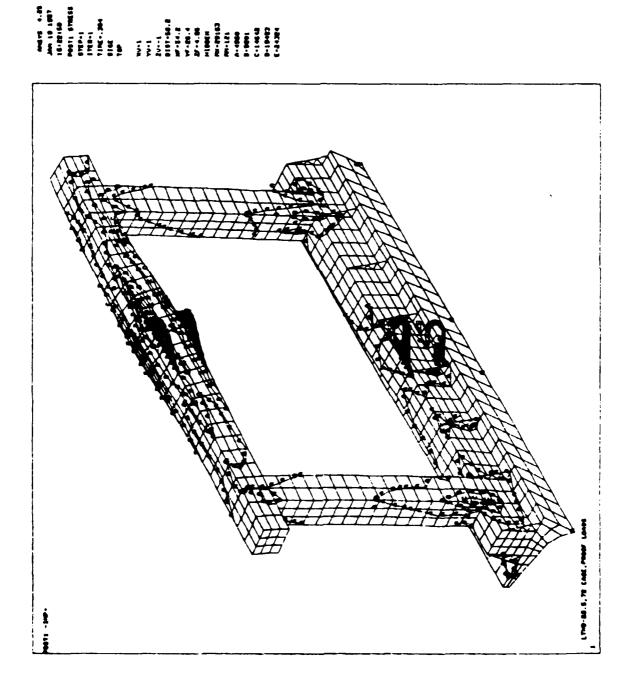
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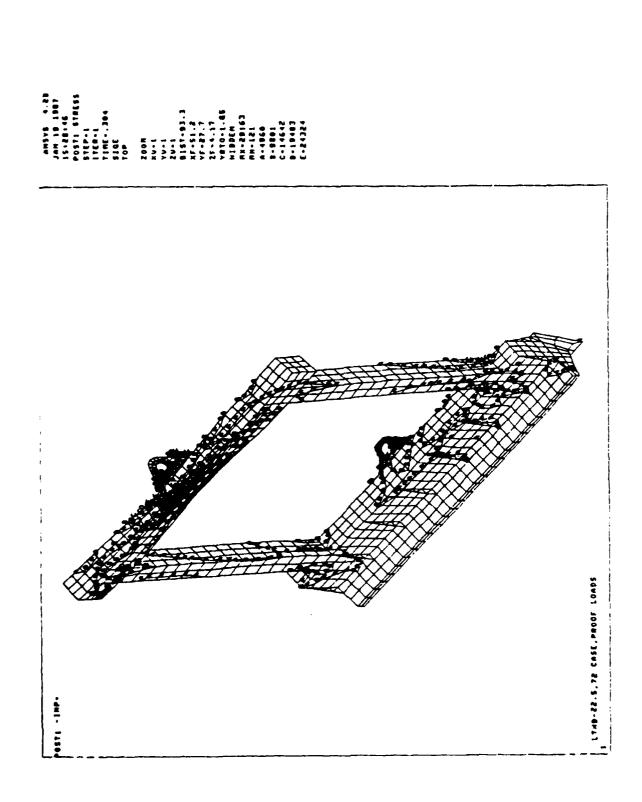
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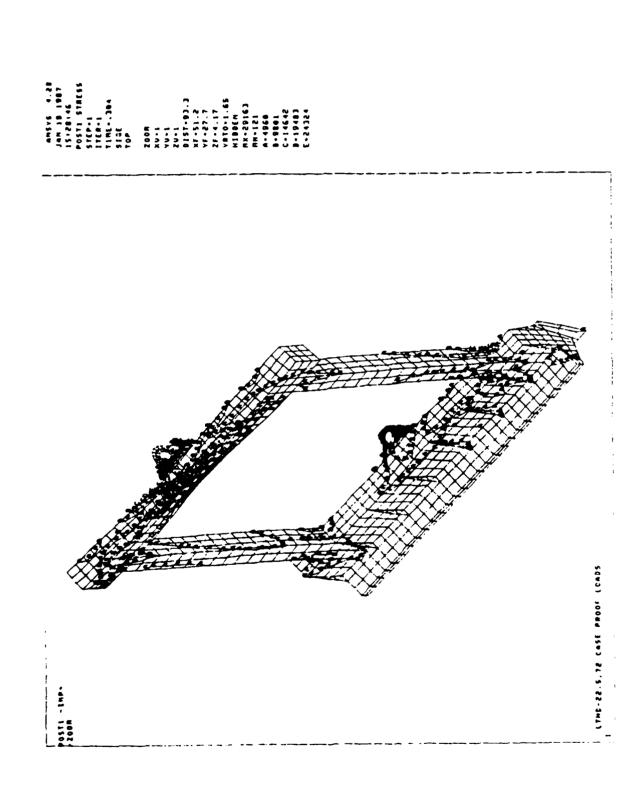
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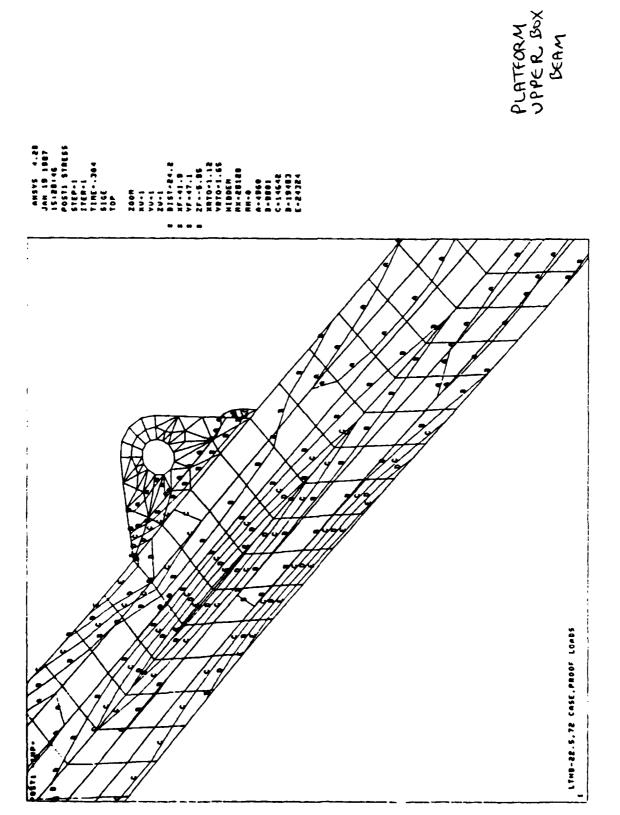
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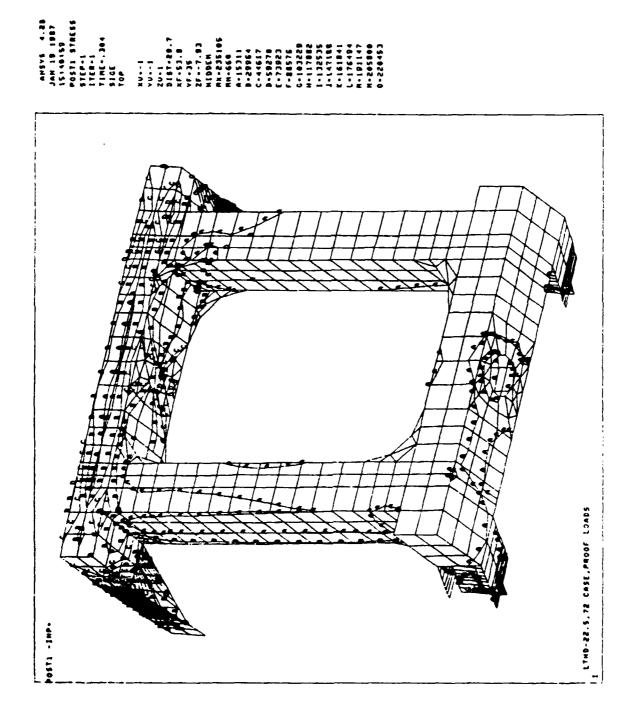


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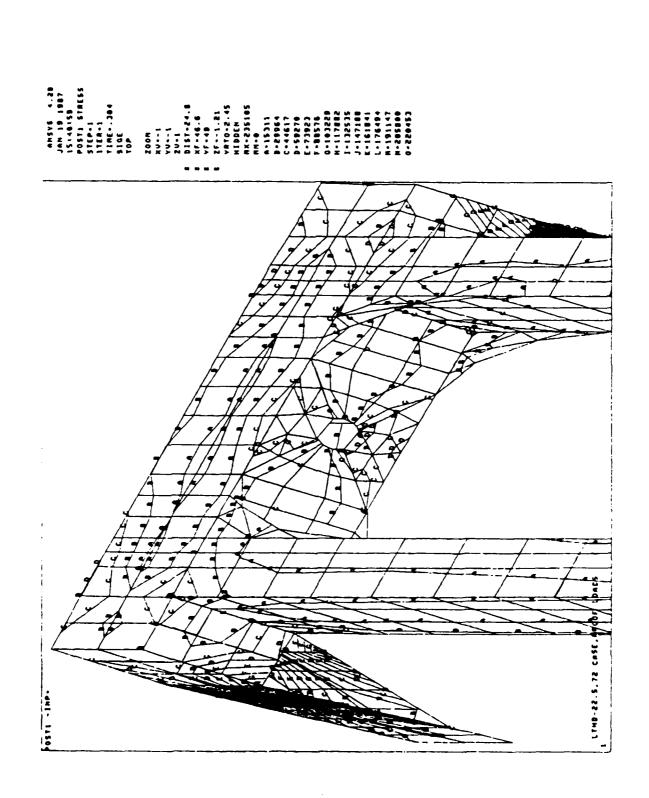
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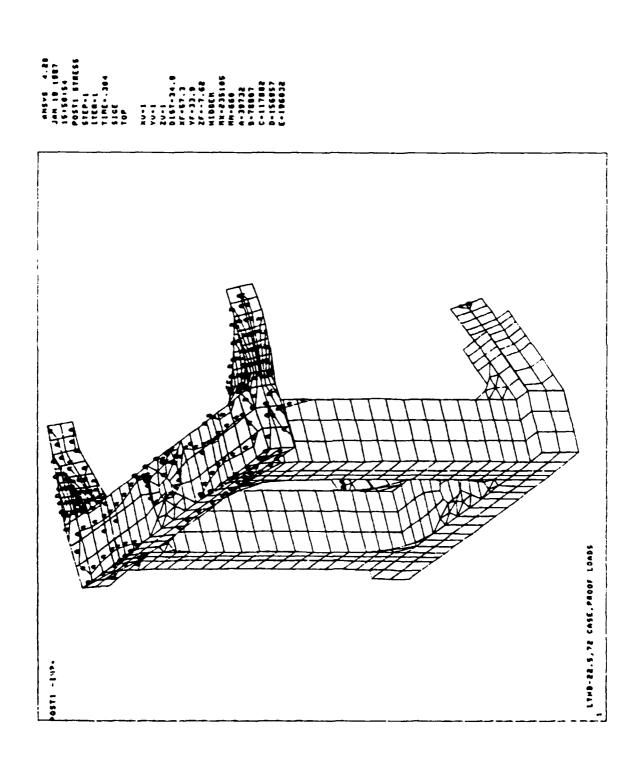
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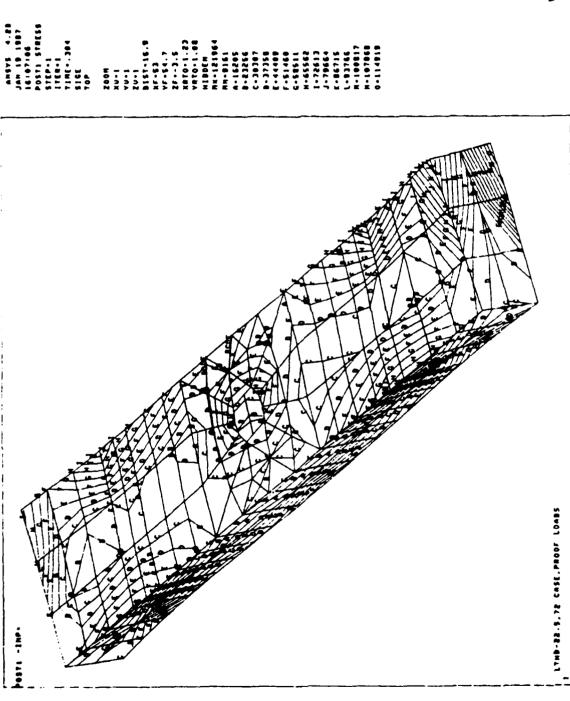
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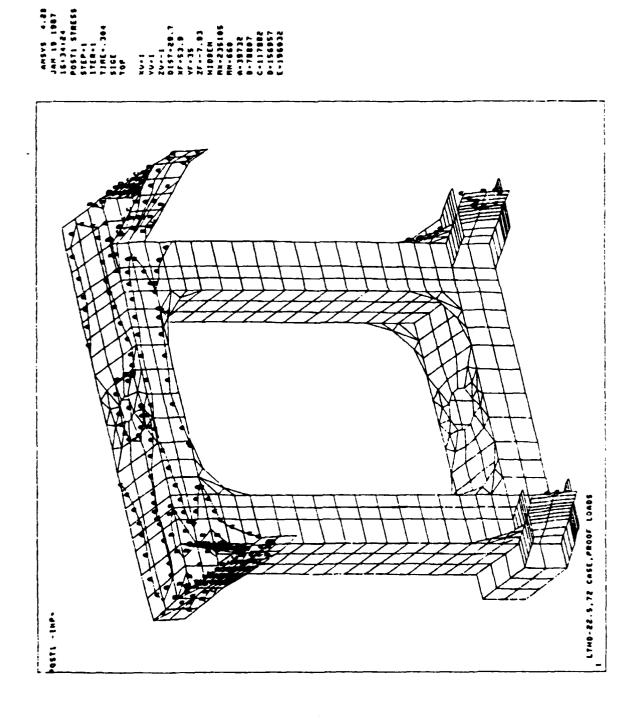
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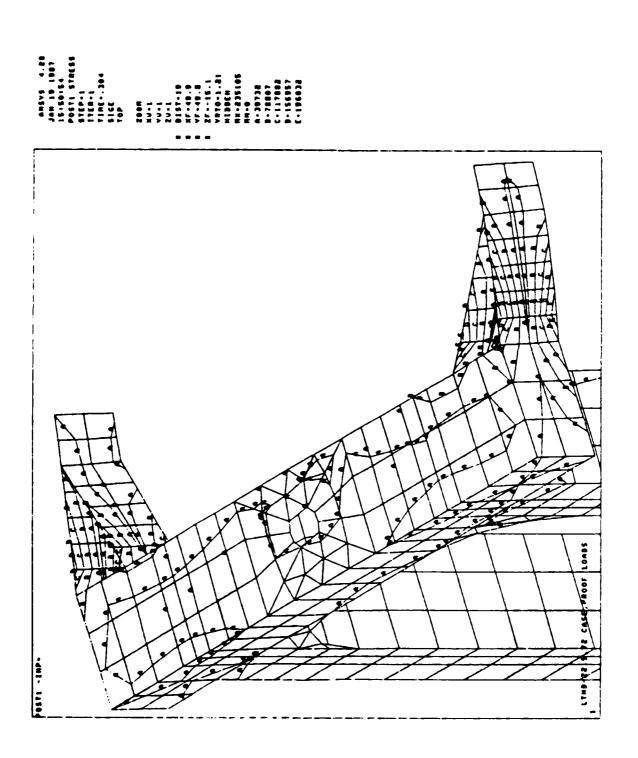
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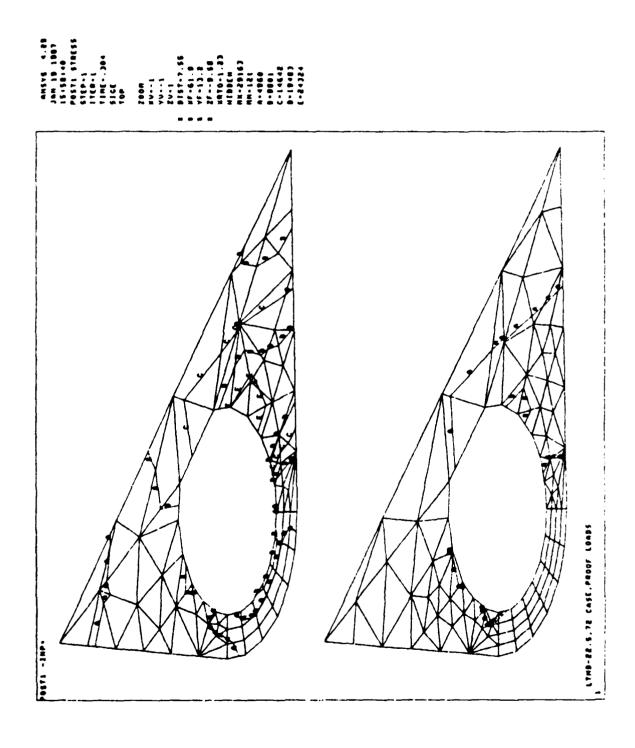
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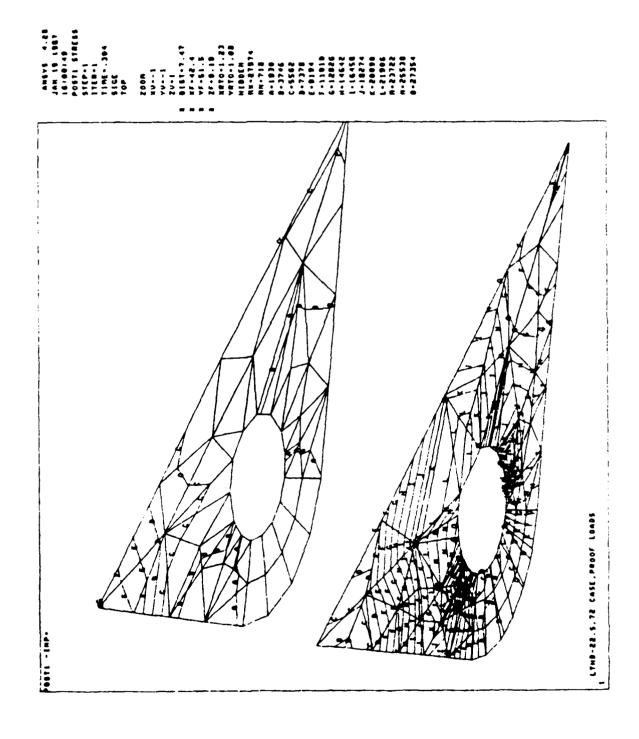
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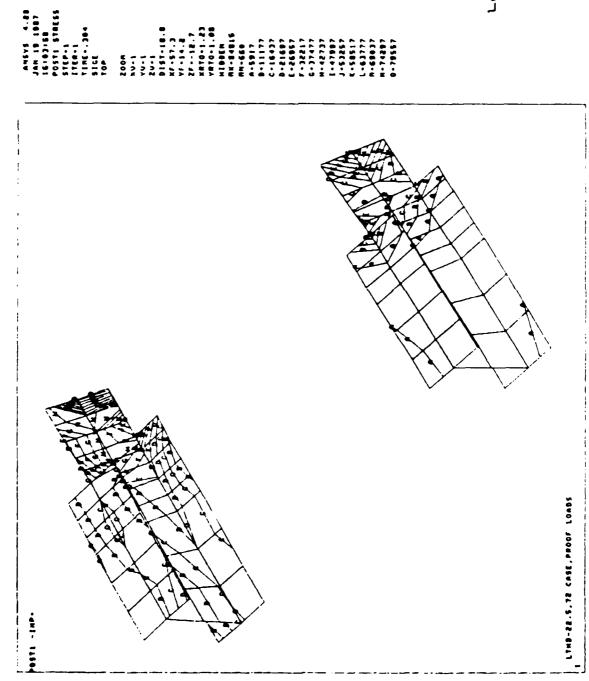
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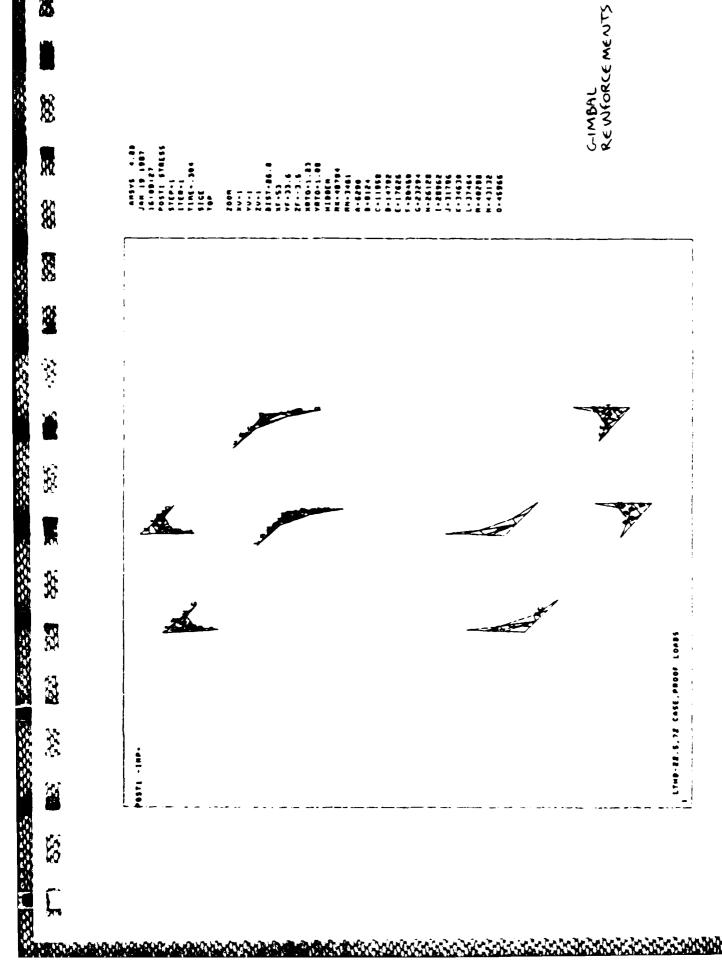
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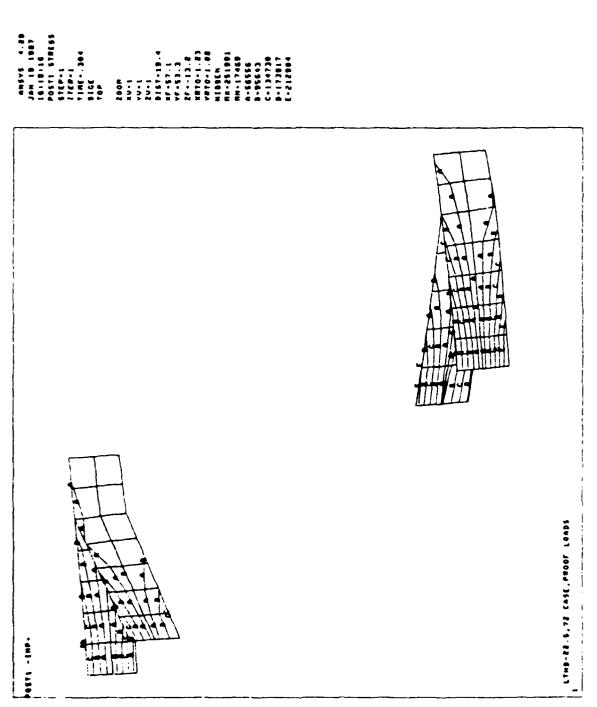
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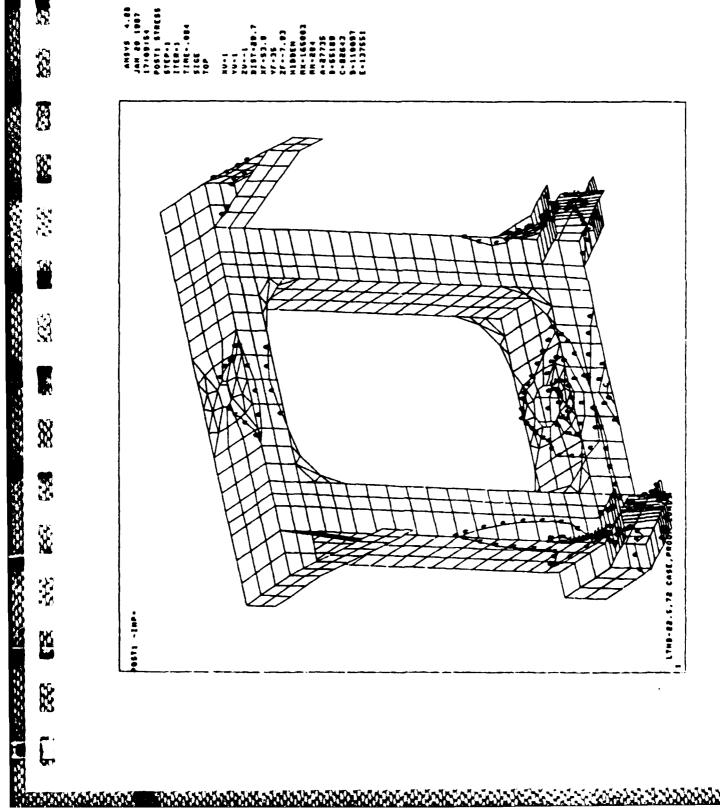
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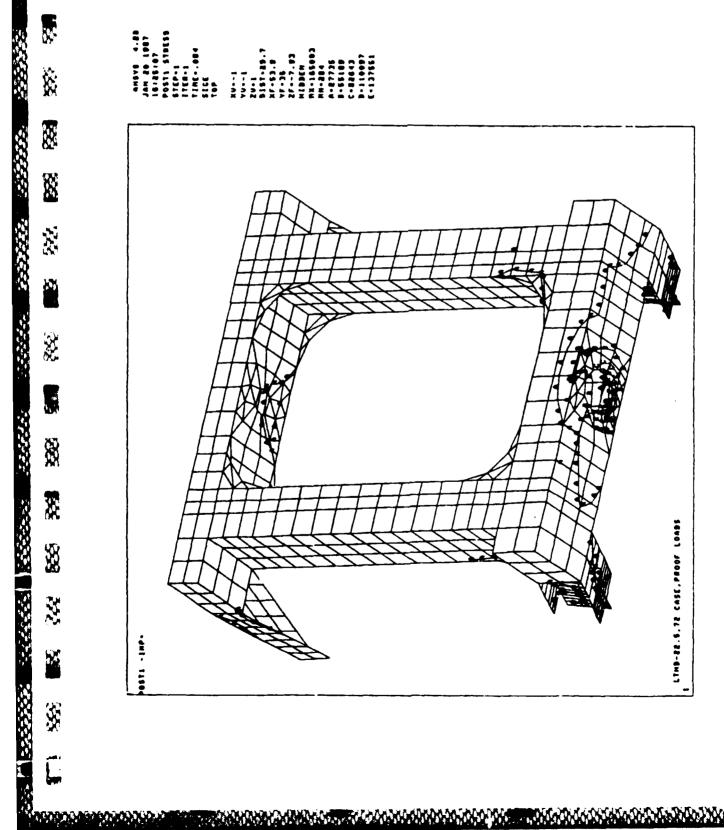
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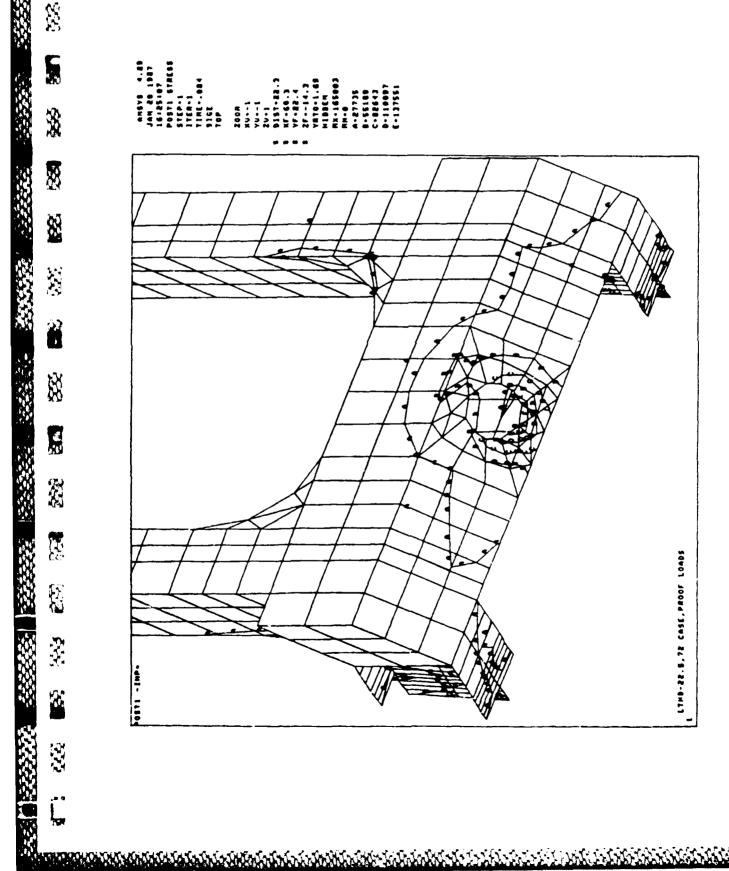
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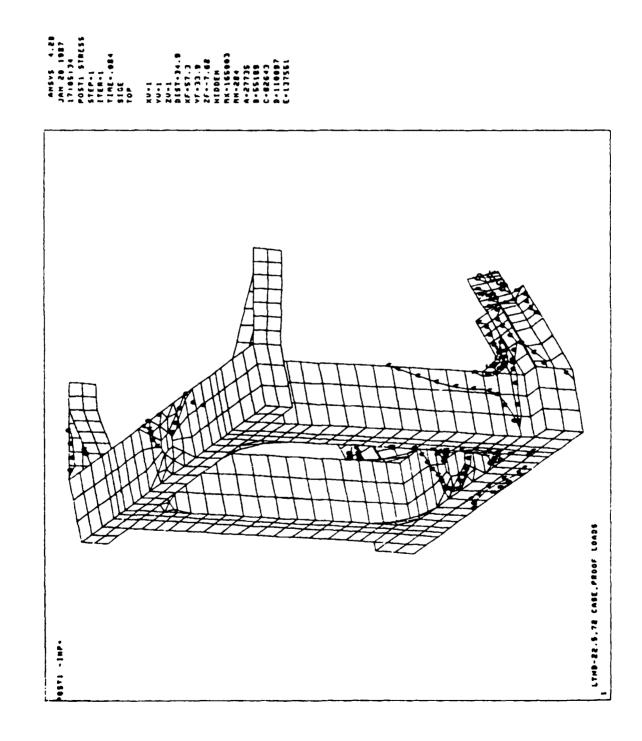
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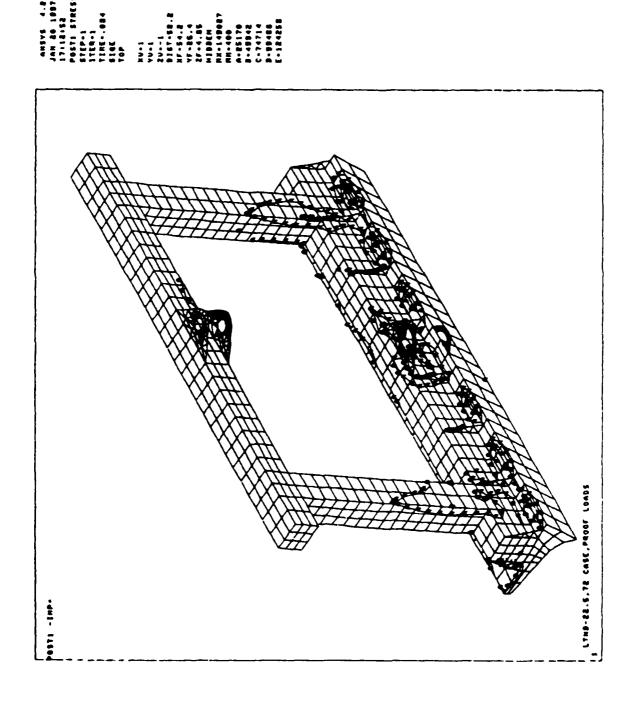
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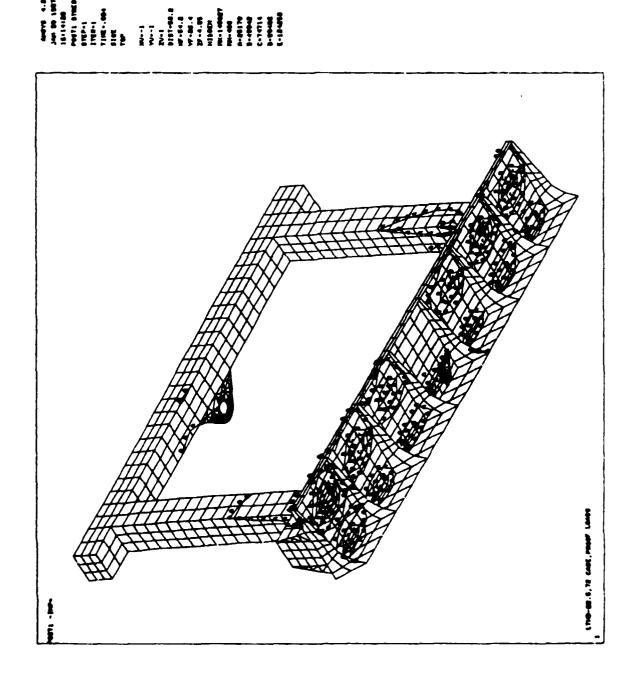
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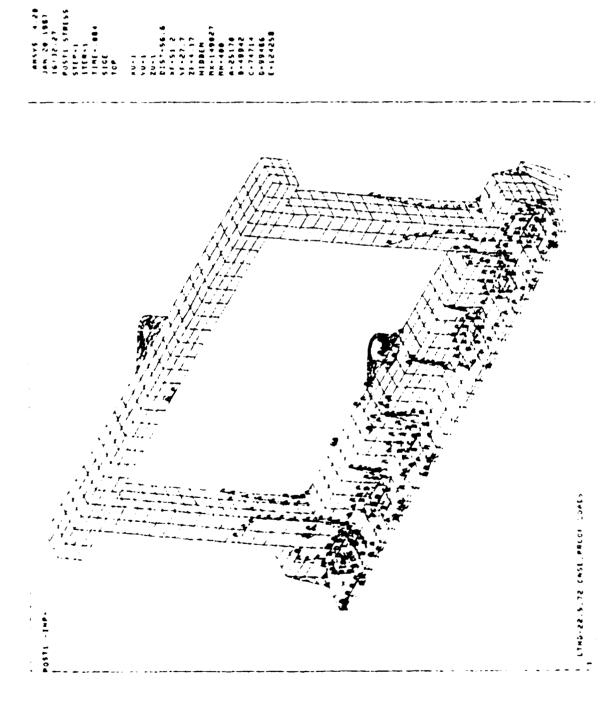
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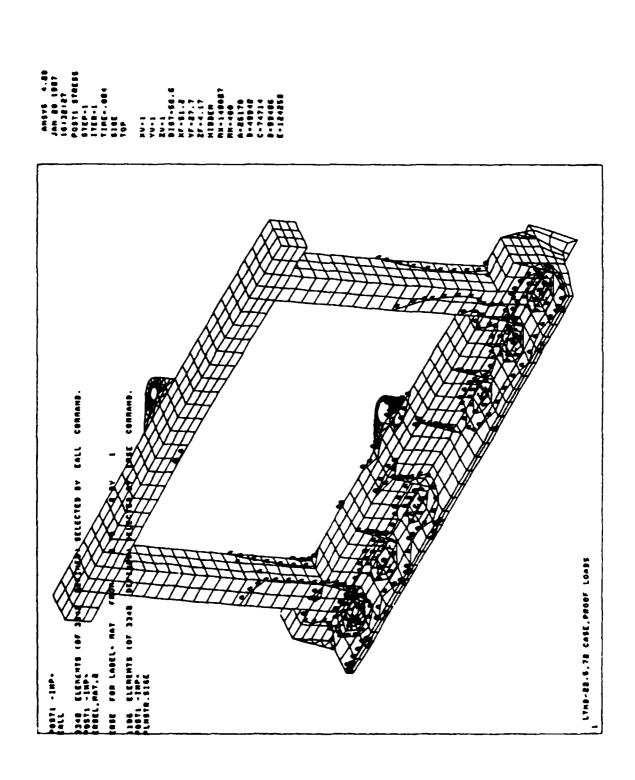
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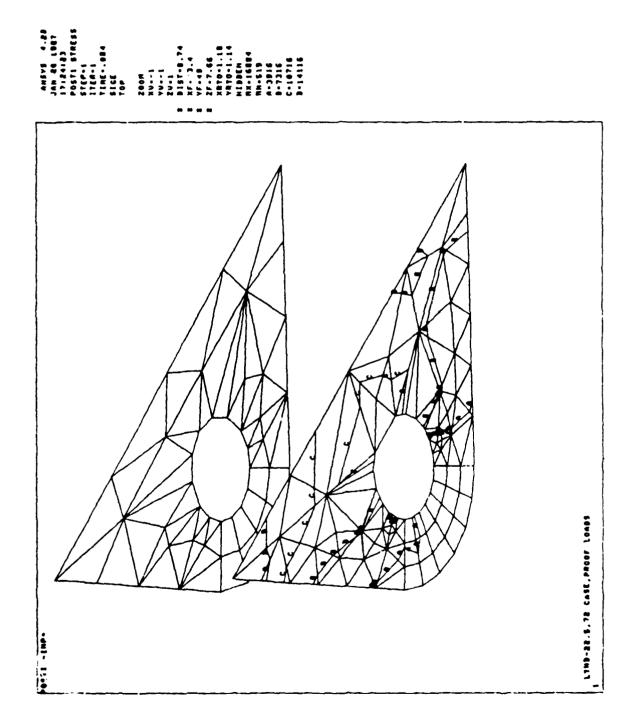
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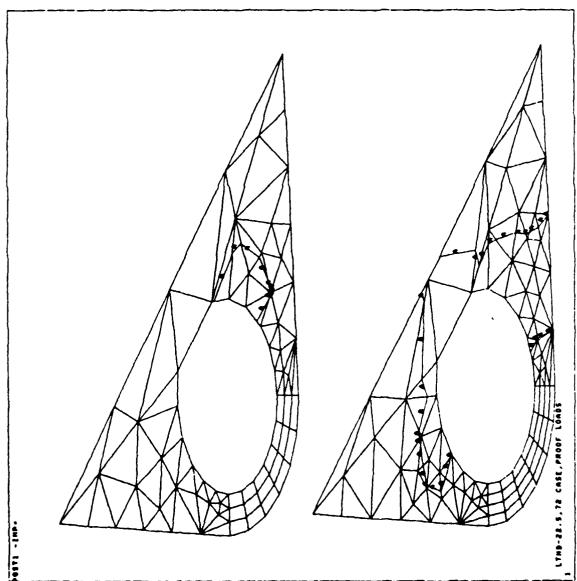
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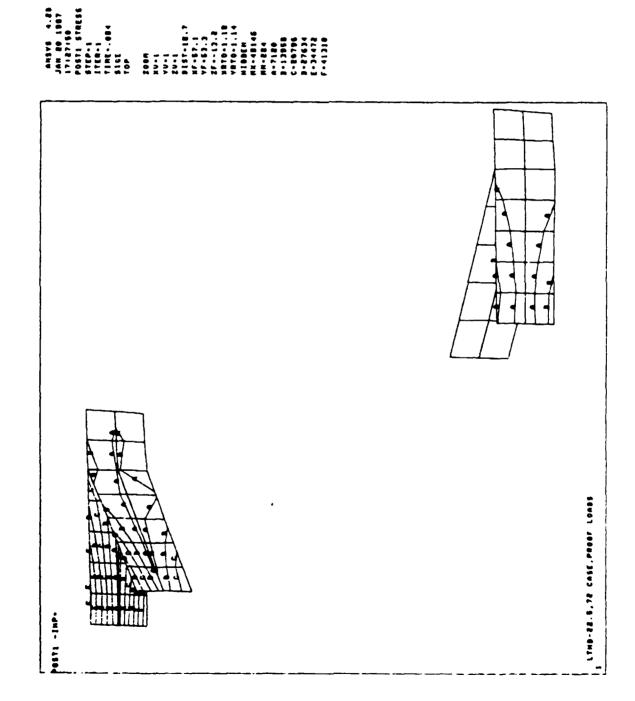
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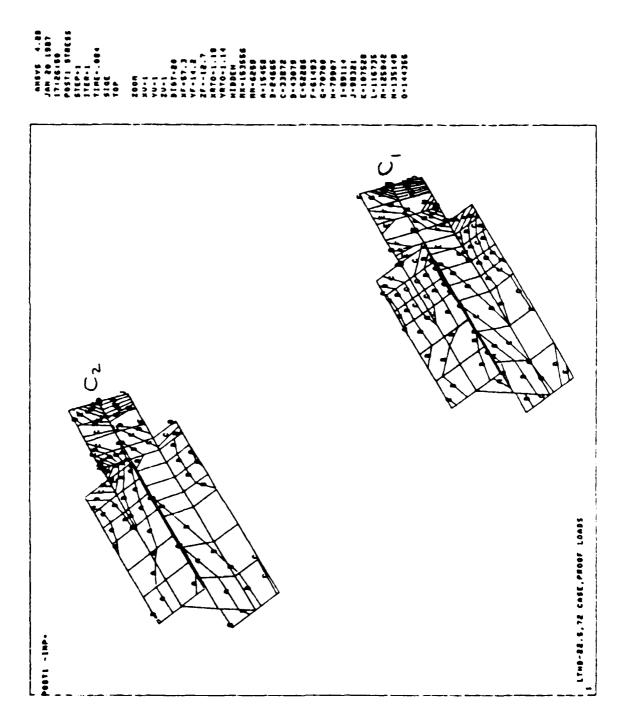
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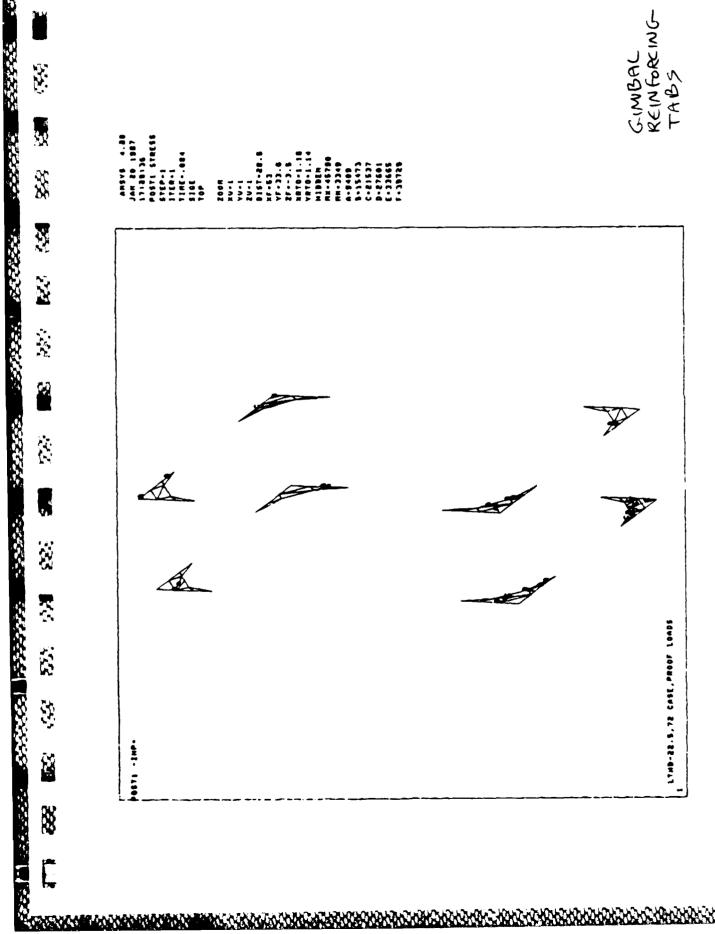
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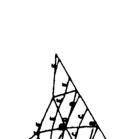
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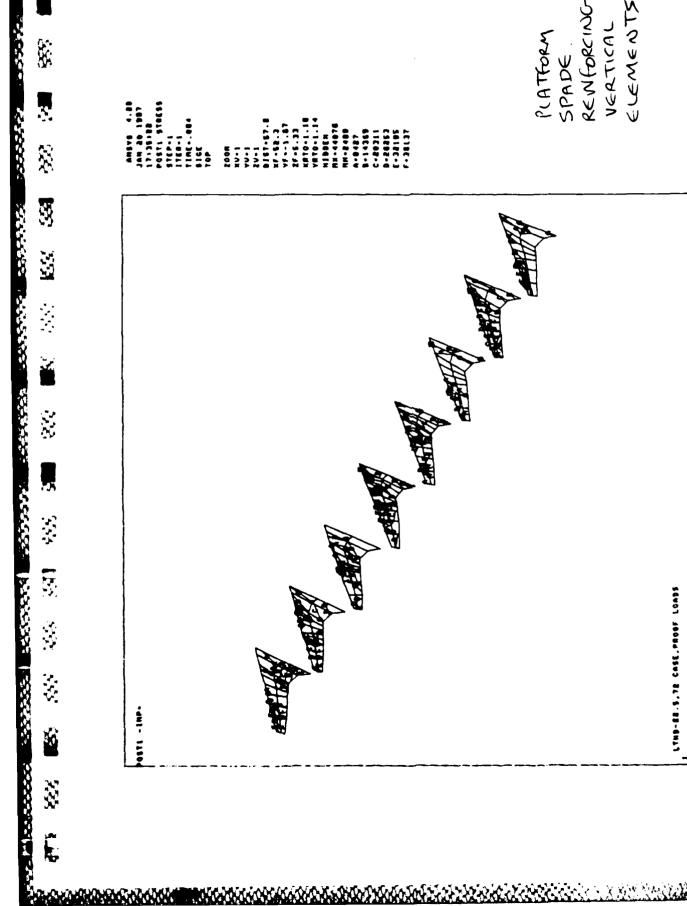
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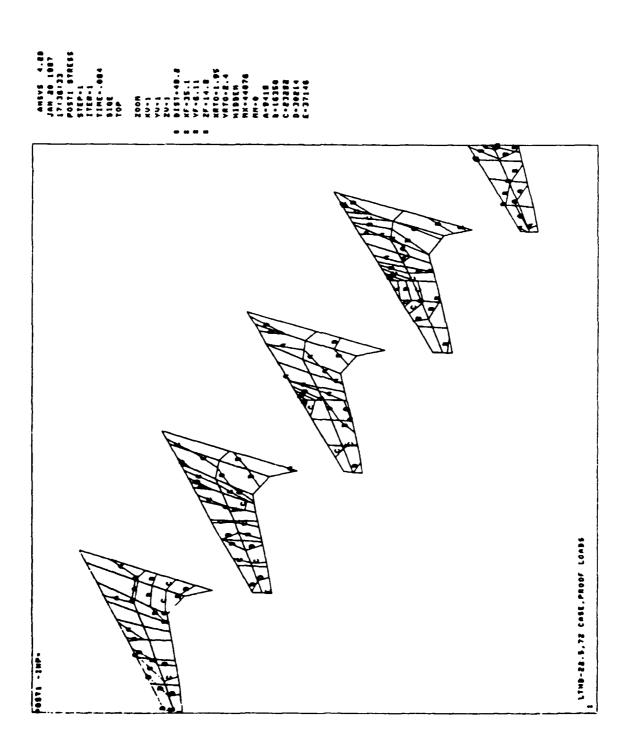
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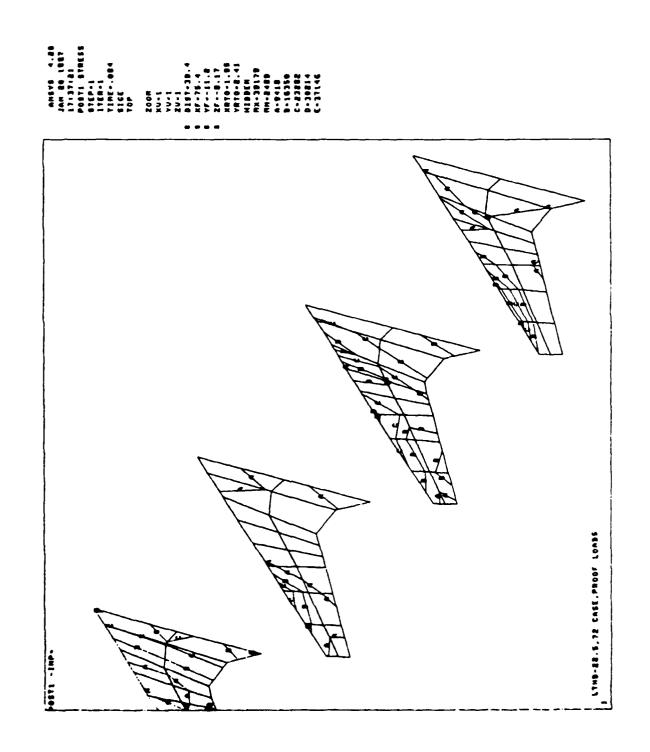
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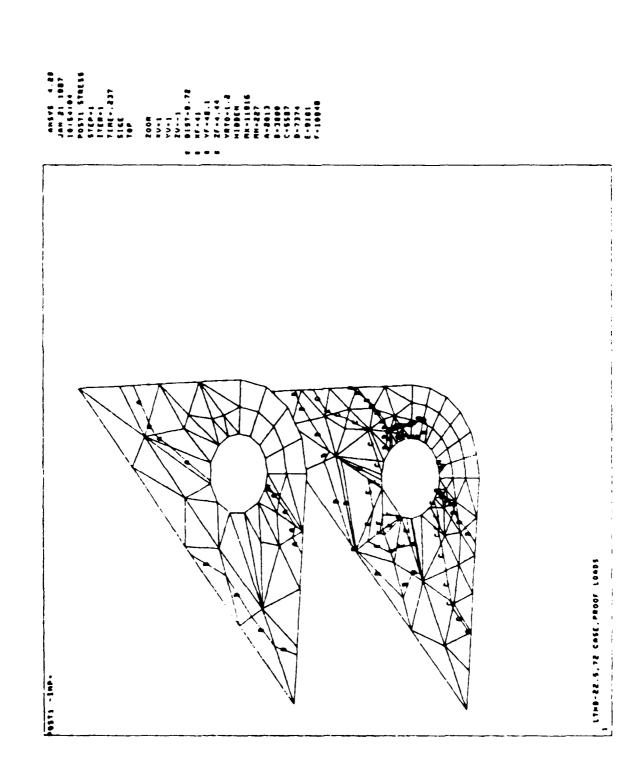
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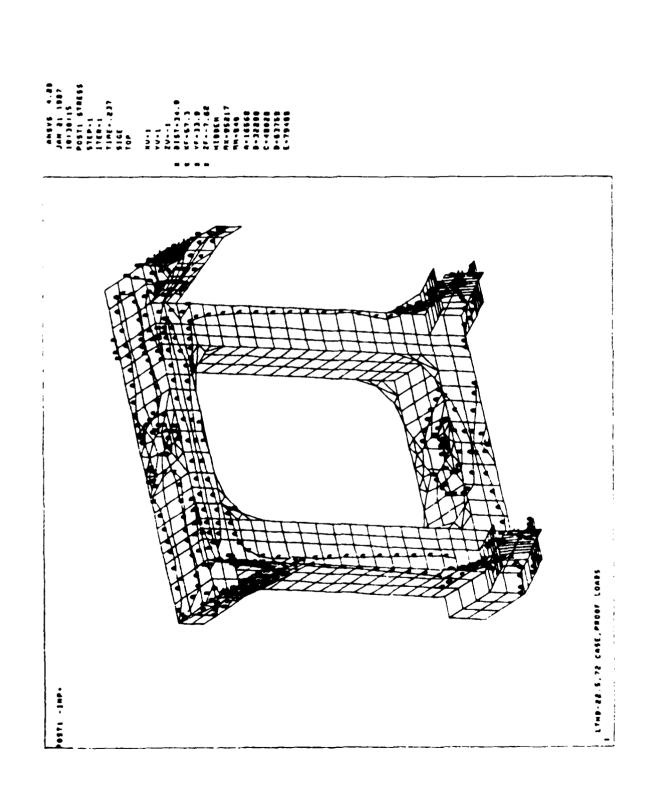
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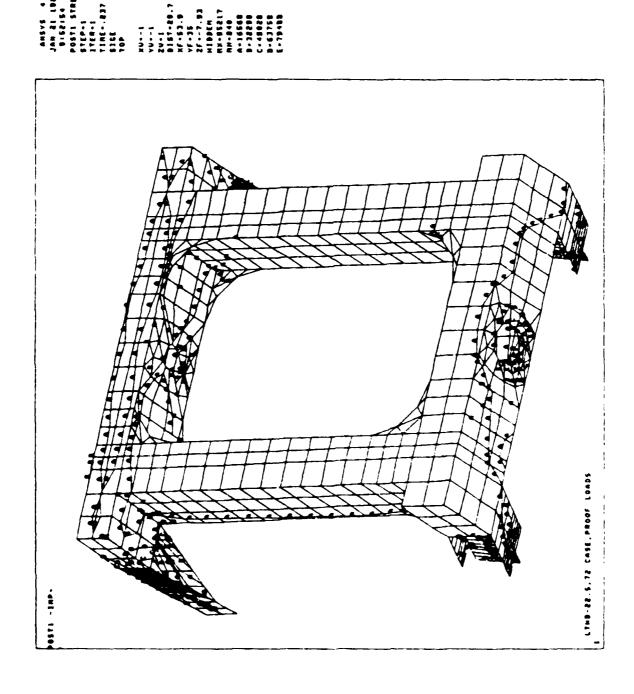
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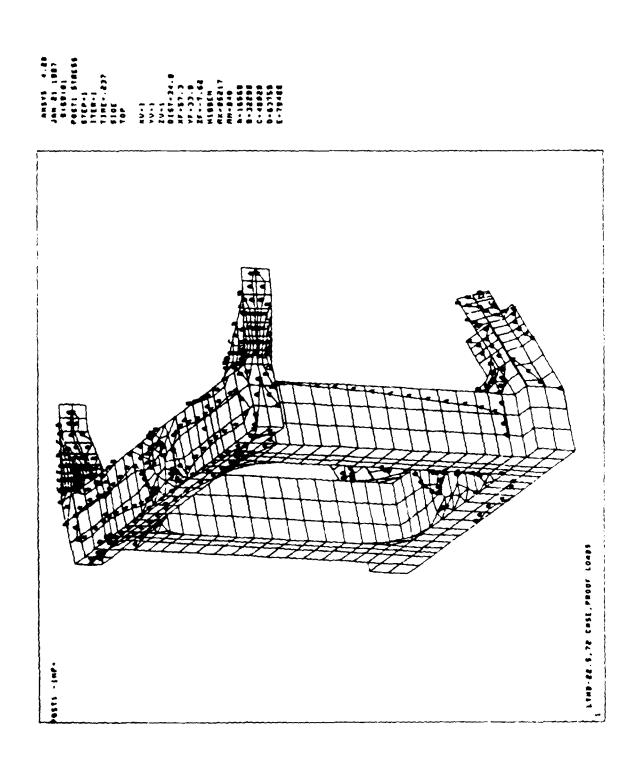
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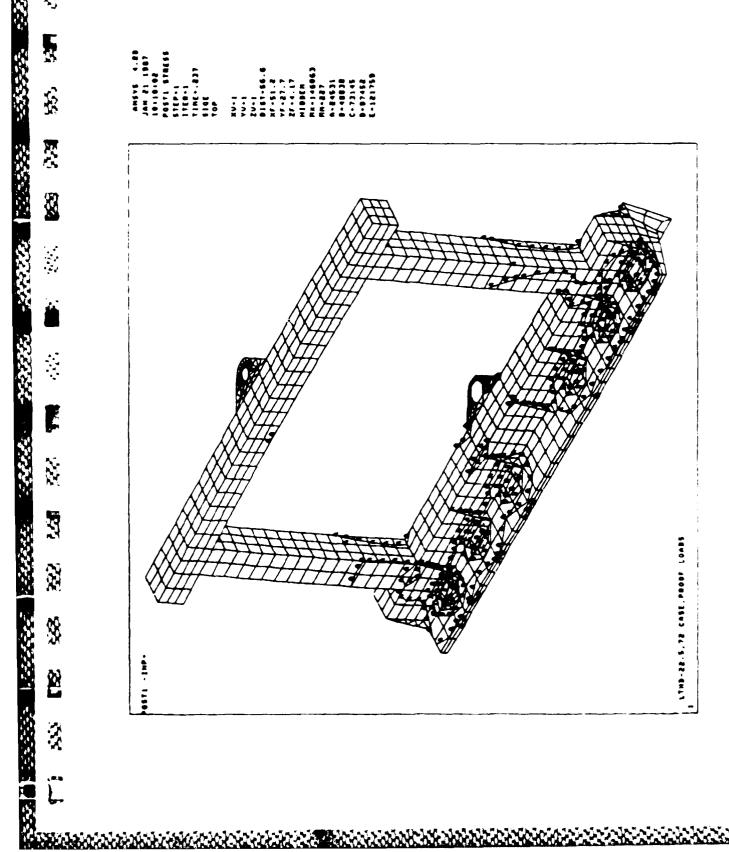
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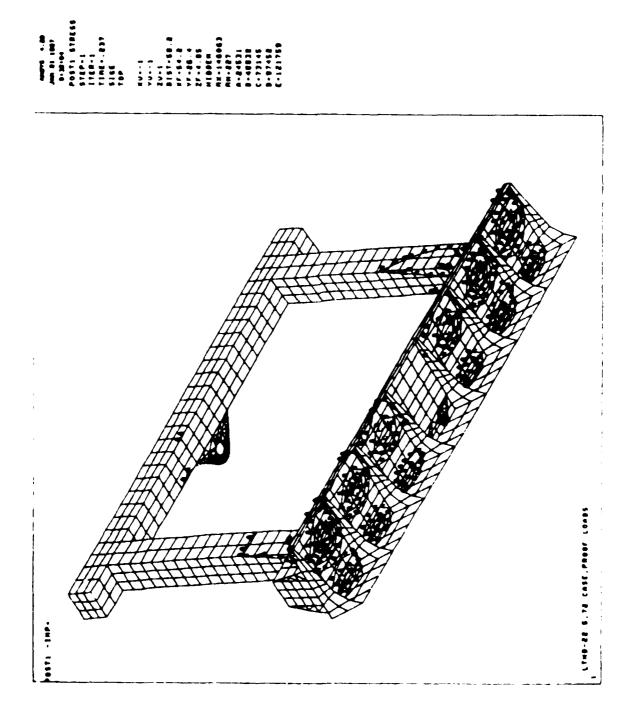
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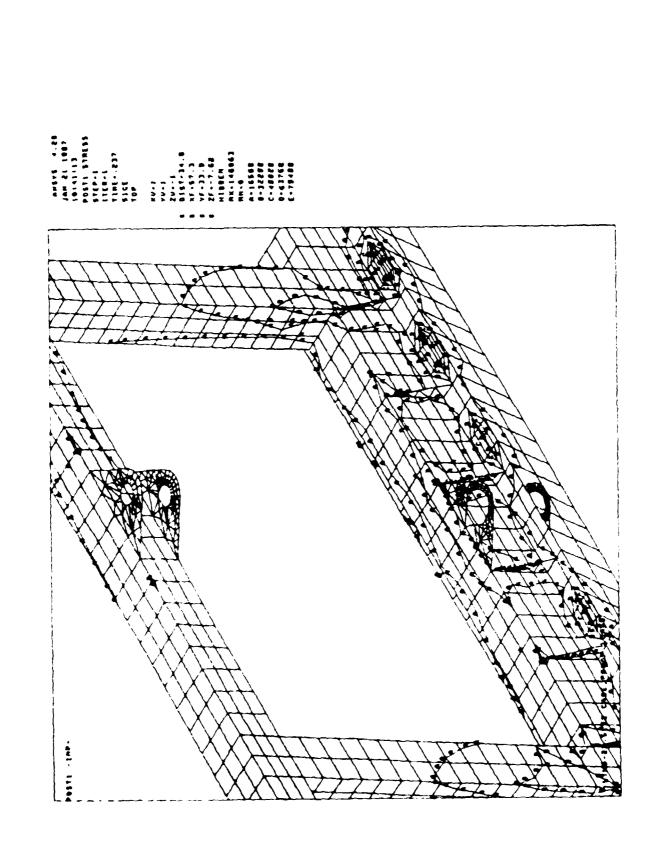


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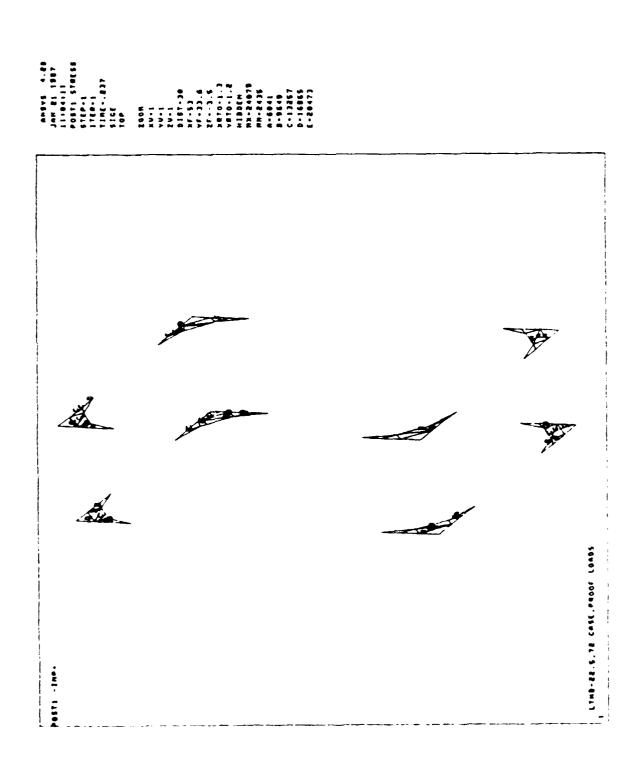
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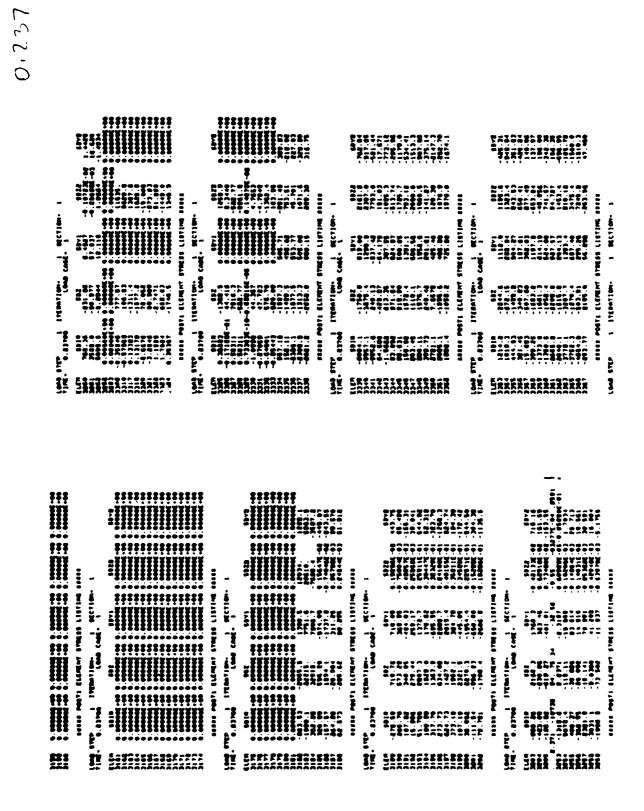
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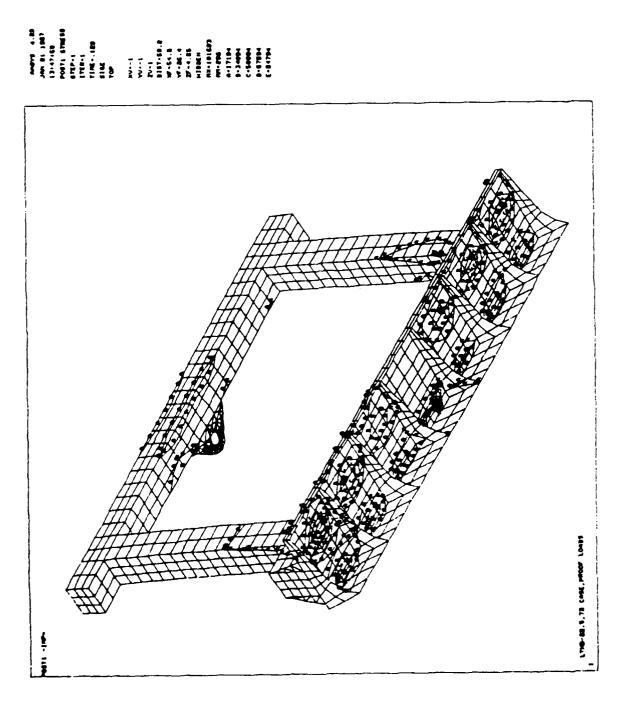
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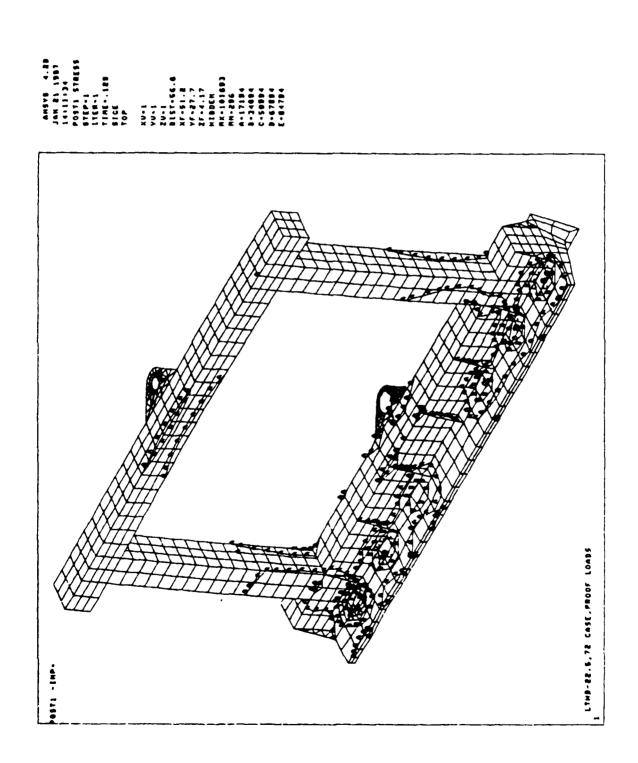
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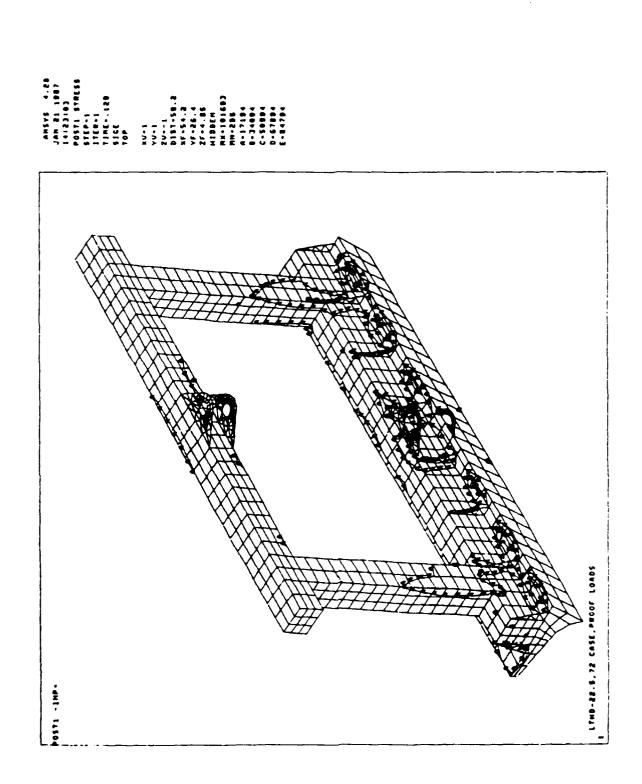
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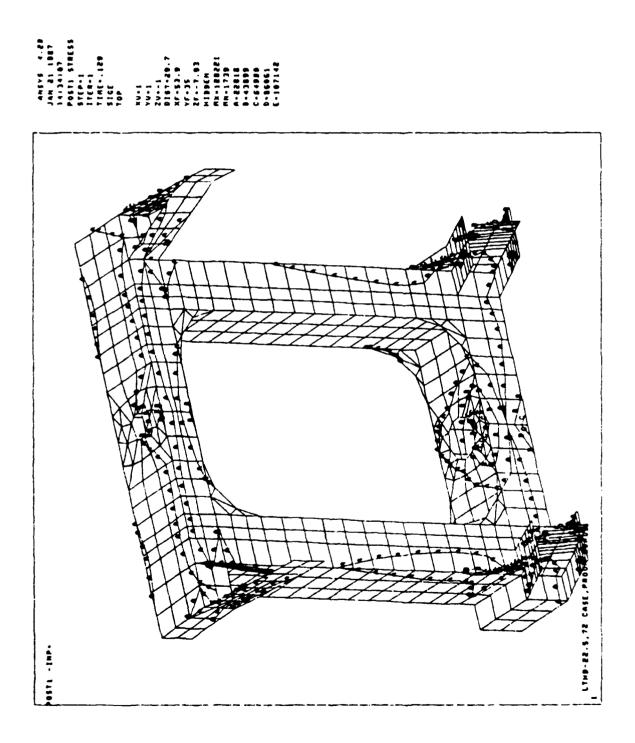
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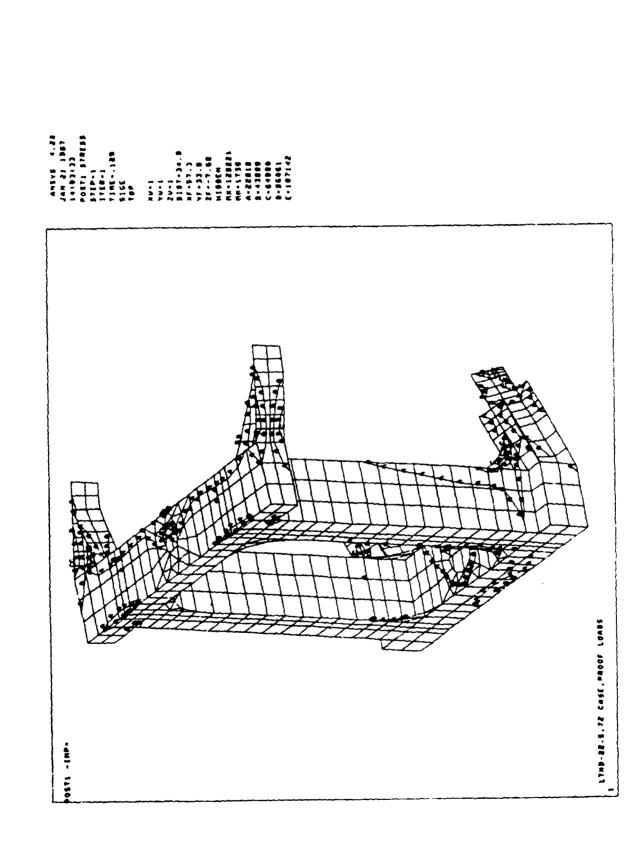
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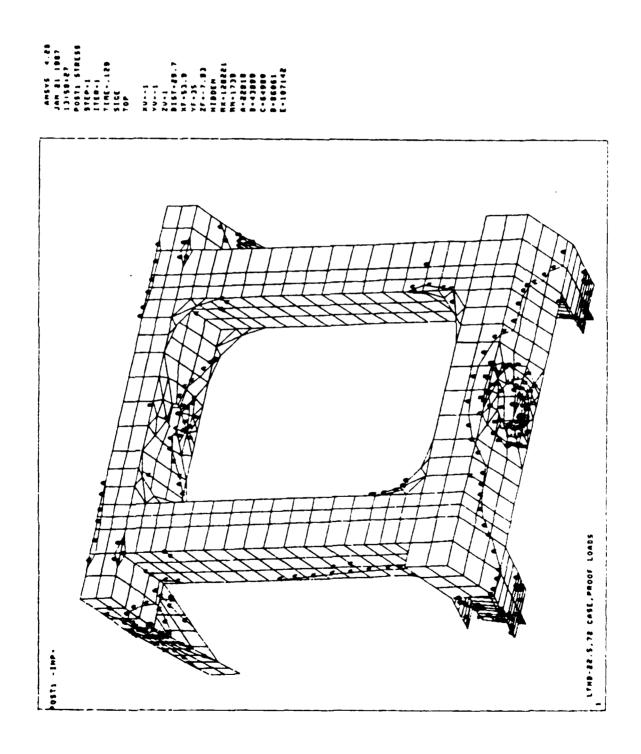
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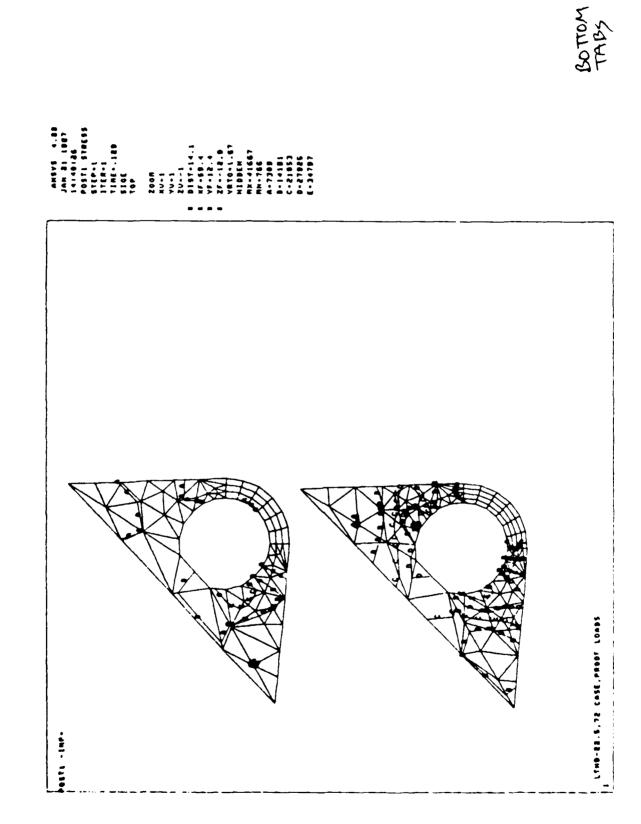
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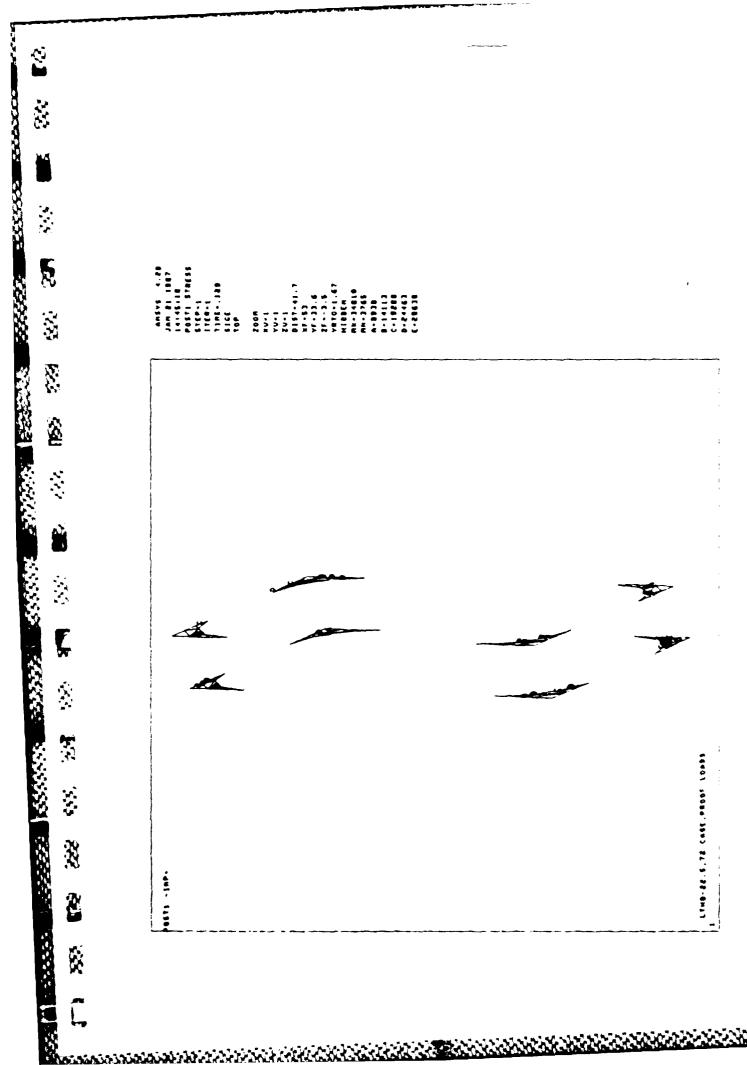
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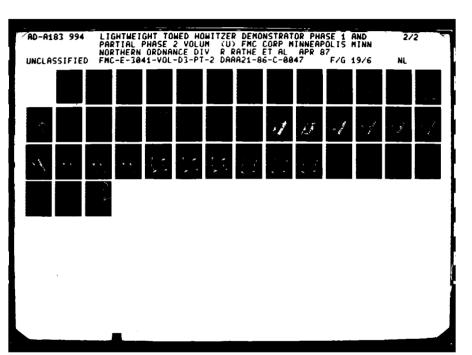
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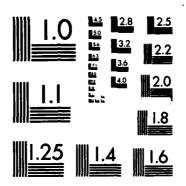
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MICROCOPY RESOLUTION TEST CHART NATIONAL BUREAU OF STANDARDS-1963-A

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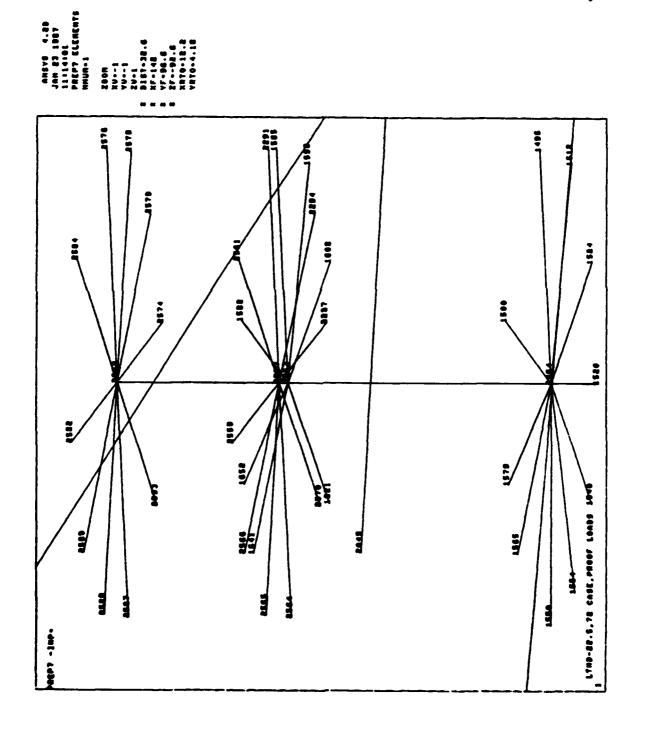
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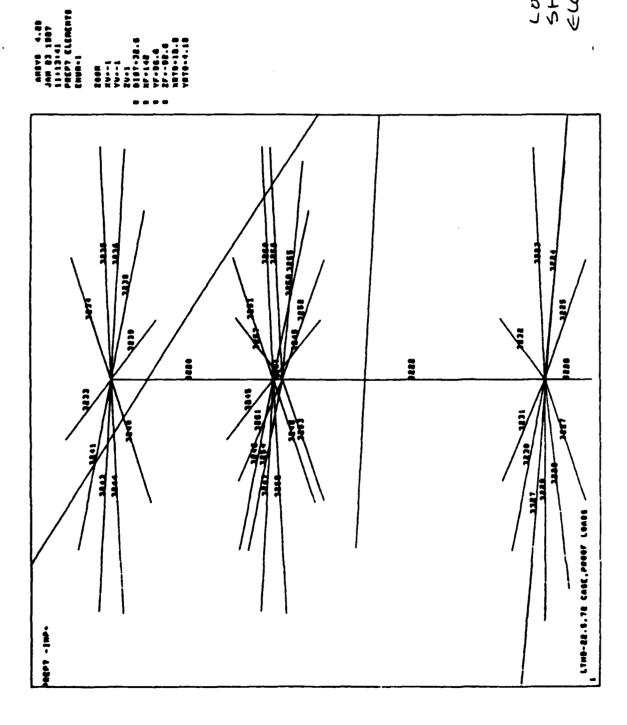
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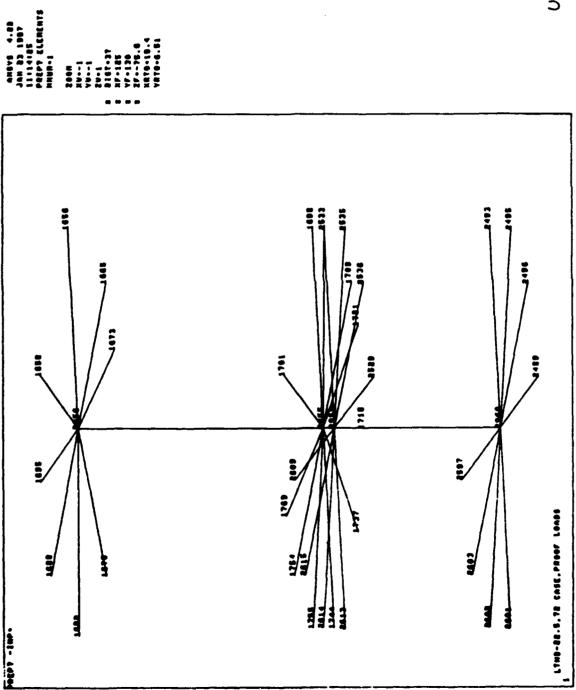
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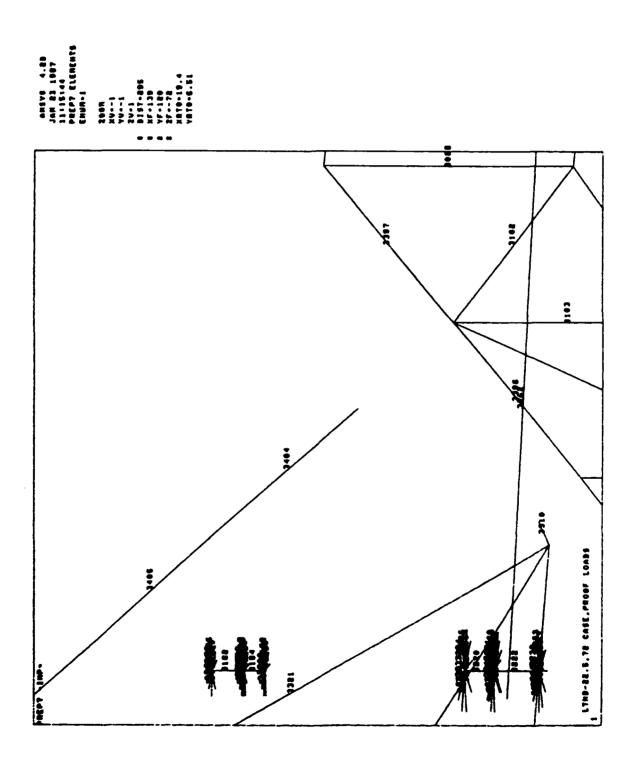
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CEL MEMO: JANUARY 28, 1987

## Central Engineering Laboratories Santa Clara

Interoffice

J. Ries

C. R. Ortloff

Dete (Jan. 28, 1987

cc E. Thuse

A. Amberg

R. Kazares R. Rathe

Subject

REMAINING TASKS ON THE LVHD PROJECT -COST/BENEFIT ANALYSIS FOR SEVERAL PROPOSED TASK L. Libhardt

To date (1-28-87) about \$43K out of \$65K authorized has been expended for labor charges on system analysis tasks. Allowing for a \$15K expenditure by M. Rodamaker for cradle analysis tasks, and a \$5K recapture from C. C. Chen, about \$12K remains, without consideration of computer charges. Retroactive computer charges starting 1-1-87 essentially reduce the remaining budget to a few thousand dollars. Further clarification is needed on the start date for these charges as well as an understanding on final management agreements on general issues regarding computer charges past 1-28-87.

From a phone conversation with you (JR) on 1-28-87, the request was made to list important analysis tasks remaining together with cost estimates (including labor and computer charges). Accordingly, these tasks are listed below:

Computation of the effects of a "soft soil" model on system stress levels and stability. Linear springs will be input between the spade and ground to model the rearward motion of the system as the spade compresses the "soft soil" under recoil and torque impulse loads applied to the cradle.

The  $0^{\circ}-0^{\circ}$  or  $22.5^{\circ}-0^{\circ}$  FE system model will be used as the rearward reaction force is largest for these cases. Stress contour plots for the gimbal and platform for "soft soil" and "hard soil" spade emplacement will be made and compared to assess the magnitude of the difference. Results will determine the amplification/dimunition effect of the soil model on stress levels. Results will be reported in memo form.

Labor: (Set-up, Report & Postprocessing time) 25 hours = \$2,000Computer charges: 30 CPU hours @ \$125/hour = \$3,750 Total: \$5,750

Modification of the existing FE system model to incorporate the next design iteration in the platform and gimbal structure (plus a possible update in trail and cradle "beam" representations). The magnitude of this task depends on the degree of FEM modification required. An estimate of (say) one week (labor) for model modification and a computer run for the "worst load case" is as follows:

CRO/870128/01

J. Ries
Remaining Tasks on the LWHD Project
Cost/Benefit Analysis for Several Proposed Tasks

January 28, 1987 Page 2

mark form

Labor: (Model Modification, Report & Postprocessing) 54 hrs. = \$4,400 Computer Charges: 50 CPU hours @ \$125/hour = \$6,250 (includes average of interactive and batch run times)

Total: \$10,400

Totals for this task may be higher if FE model changes are very significant (or lower if only local thickness changes are prescribed).

3. Computation of static 16g LAPES loads on a system model with folded trails.

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Labor: (Model Modification, Postprocessing & Final Memo)
Computer Charges: 30 CPU hours @ \$125/hour
Total:

Solution 

30 hours = \$2,400 
= \$3,750 
\$6,150

For the above, a run involving towing loads could be substituted for the same cost.

4. Final report (includes results of Item 2)

Labor:

60 hours = \$5,000

yes

5. Detailed multilamina FE model of the new cradle design and layer-by-layer analysis of stresses, deflections and failure mechanisms. This run will be a static analysis and dynamic amplification factors from M. Rodamaker's analysis will be used to obtain maximums of the dynamic stress state. Use of part of these computed results can be used in an inertial buckling analysis to determine cradle stability under impulse loads. The new FE model will be for the current cradle geometry, cable mount and (new) materials selection.

NO.

Labor: (includes new FE model, postprocessing time and final memo) 60 hours = \$ 4,800 Computer charges: 60 CPU/hours @ \$125/hour = \$ 7,500 \$12.300

The above tasks 1, 2 and 4 total \$11,400 for labor and \$12,000 for computer charges and probably constitute the minimum work package necessary to assure that the new system design is adequate. Tasks 3 and 5 are optional but serve to increase confidence in the adequacy of the design.

C. R. Ortloff

CR0/670128/01

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As an addendum to this memo, a few additional comments on Task 5 are in order. As in prior cradle analyses, a detailed FE model needs to be made for this task. Use of ANSYS STIF 53 (3 node composite elements) and STIF 45 (8 node isoparametric elements) will reduce run times considerably. Use of the maximum stress failure criteria will be continued for the following reason: Since the Tsai-Hill failure ellipse lies within the maximum stress rectangle in stress space, if the structure fails based on maximum stress criteria, it will certainly fail based on Tsai-Hill criteria. Thus, use of the maximum stress criteria gives some margin of conservation in the design.

One remaining concern with the cradle is local buckling (or crippling) of the edge-loaded Gr/Ep sandwich structure near the forward manifold under proof impulse loads. Some computer work can be done in this task to investigate this effect. Certainly, this problem should be addressed in the test phase of future work on the cradle. Since ARDEC appears interested in tests/calculations that are at hot, wet composite conditions, the analysis tasks can easily include these effects and uncover problems that may be missed in the test phase unless environmental test chambers are used. Additional tasks related to thermal expansion deformation and stress levels can also be addressed by this task item.

D3/220

CEL MEMO: FEBRUARY 12, 1987

R

## Central Engineering Laboratories Santa Clara

Interoffice

Sub test

L. Libhardt#

Date Feb. 12, 1987

C. R. Ortloff

ac E. Thuse

A. Amberg

STATIC PROOF LOAD ANALYSIS OF

R. Kazares

THE LVHD SYSTEM MODEL (22.50-720 LOAD CASE)

D. Langerud R. Rathe

J. Ries

Attached are Figures 602-623 detailing the equivalent stress and UX, UY, UZ deflections of the gimbal and platform under statically applied proof loads. The recoil and firing torque maximum load vectors are decomposed into X, Y and Z components and applied at their normal point(s) of application on the beam representation of the cradle. In this manner, the subsidiary effects of the cradle "moment arm" are preserved with respect to load transmittal into the gimbal/platform and spade. For the present run, the trail ends are subject to a UY=0 constraint based on the fact that these ends rest on the ground while static loads are applied. An additional 1g gravity load is applied uniformly to all discrete and continuously distributed masses in the model. The spade is fixed at its lower edge while the horizontal spade plate is subject to UY=0 constraints.

Stresses shown are for the TOP (outside), MIDDLE and BOTTOM (inside) surface planes of STIF 43 plate elements used to compose the FE model. The SIGE stress follows the definition

where  $\sigma_{ii}$  denotes normal stress and  $\tau_{ii}$  denotes shear stress. The plasticity criteria used is  $\sigma_{\epsilon} = 120 \text{ ksi}$ ; this value denotes the boundary between elastic and plastic regions (for which  $\sigma_E > 120$ ksi). The coordinate system used is shown in Figure 609. All displacements are with respect to global axes. Note that some of the UZ displacements toward the top part of the platform are large. As the lower arms of the gimbal absorb all of the proof recoil loads, a large moment  $(M_x)$  is input into the platform causing bending in the -Z direction. Note also that deflections are calculated on the basis of linear elasticity even though stresses may exceed the yield stress value. Actual deflections, calculated on the basis of plasticity theory, would be larger than elastic values shown (although stresses would be less than those shown).

Comparison of results from this load case to that run on the basis of dynamic input load (Memo: CRO to R. Rathe, 1-26-87) gives some indication as to dynamic amplification factor for stress and deflection levels.

L. Libhardt
Static Proof Load Analysis of
the LWHD System Model (22.5<sub>0</sub>-72<sup>0</sup> Load Case)

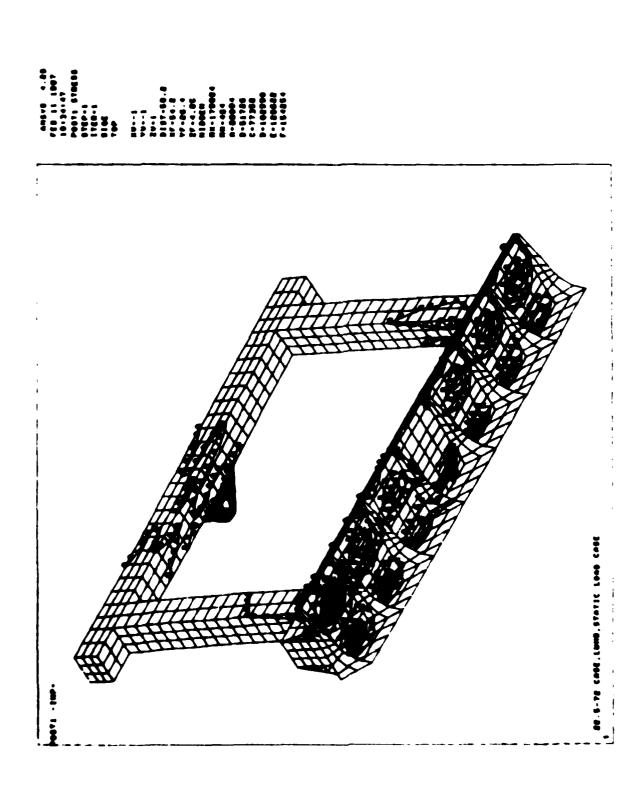
Feb. 12, 1987 Page 2

As a further note on thermal expansion effects in the Gr/Ep cradle, it should be noted that the "through the thickness" thermal expansion coefficient can be 20-50X the in-plane thermal expansion coefficient. It may be important to include these effects and examine stress and deflection results in the vicinity of ply-drop-off regions and fillet regions where the Gr/Ep layers transition into "thick walls."

C. R. Ortloff

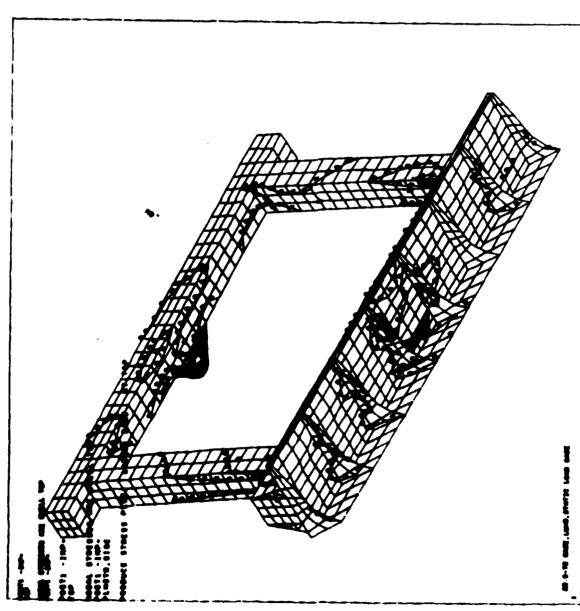
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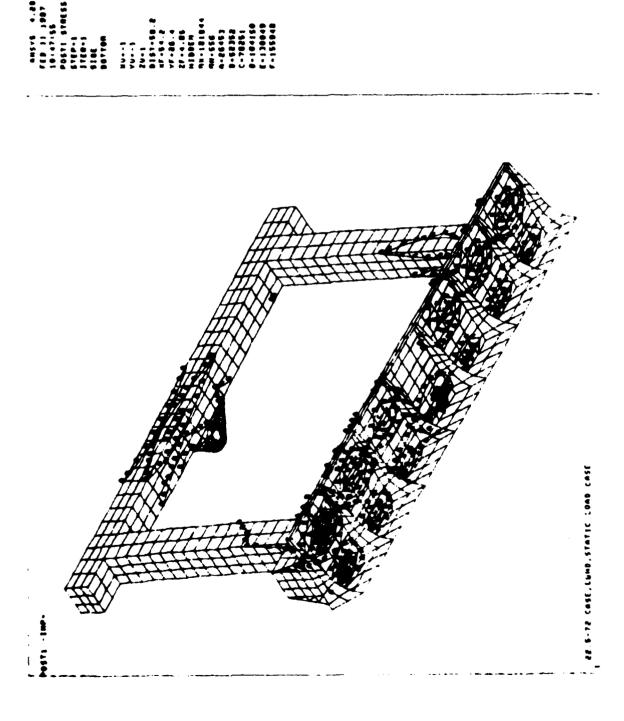
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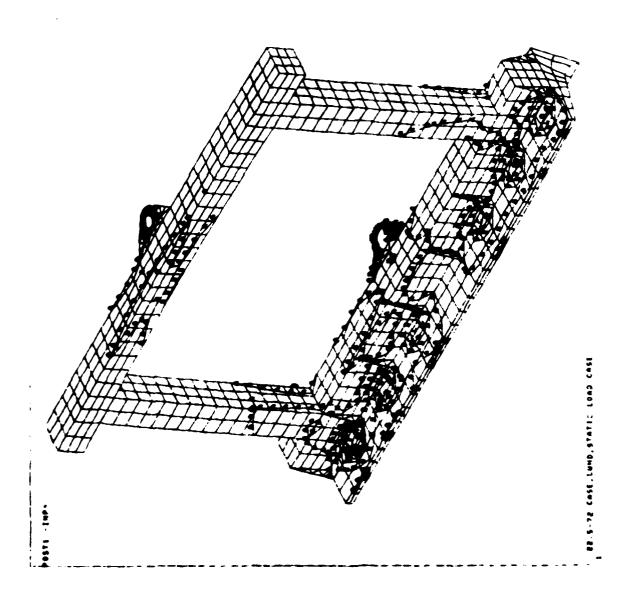
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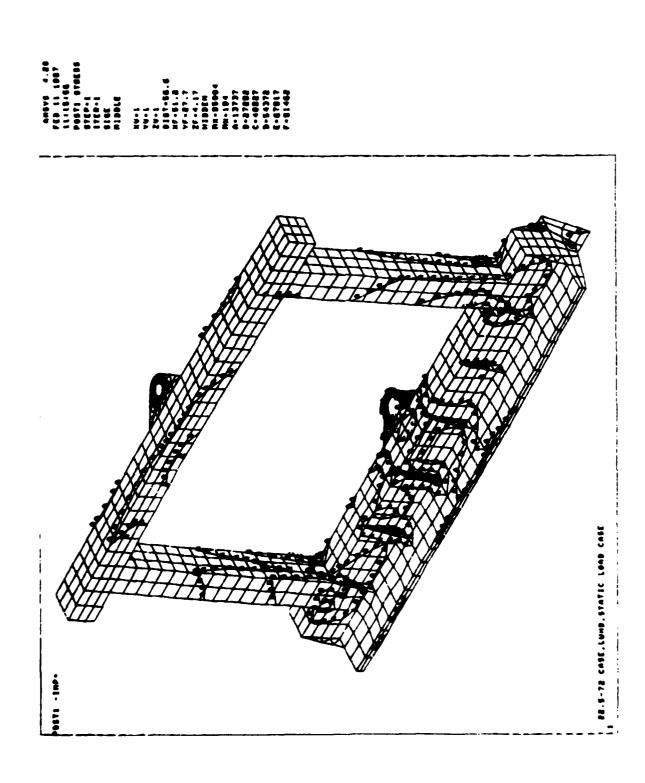


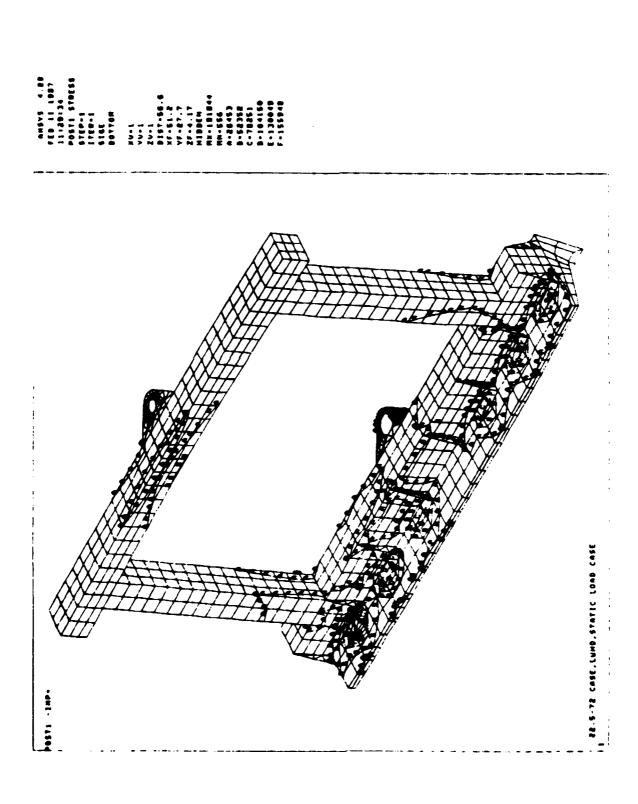












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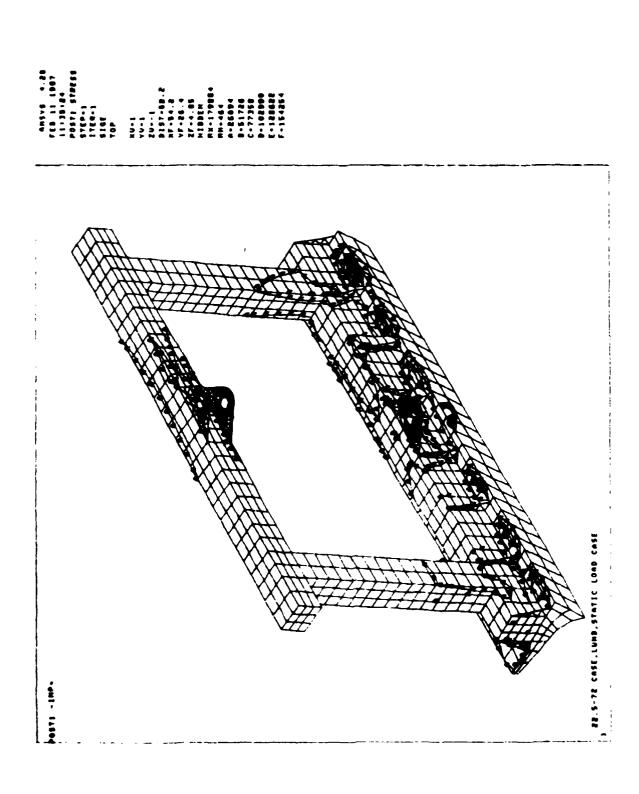
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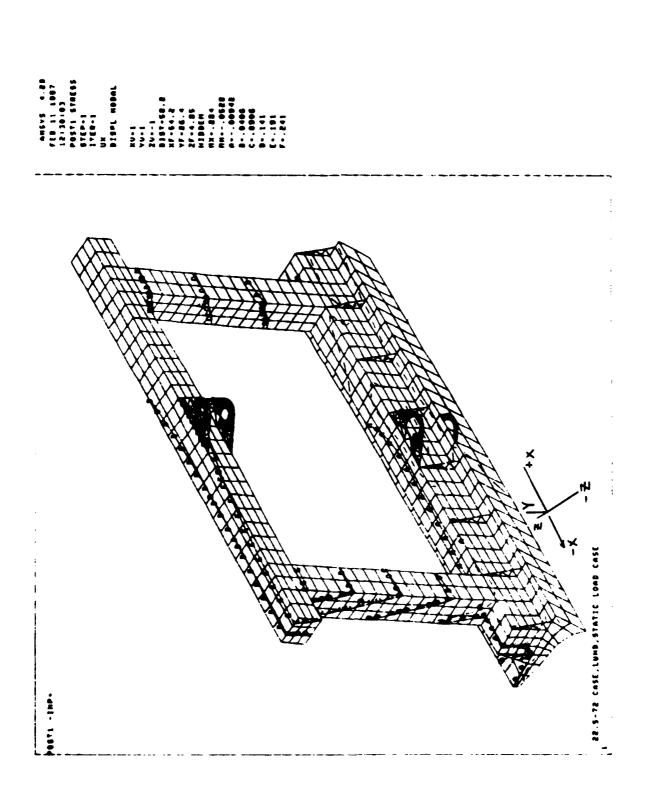
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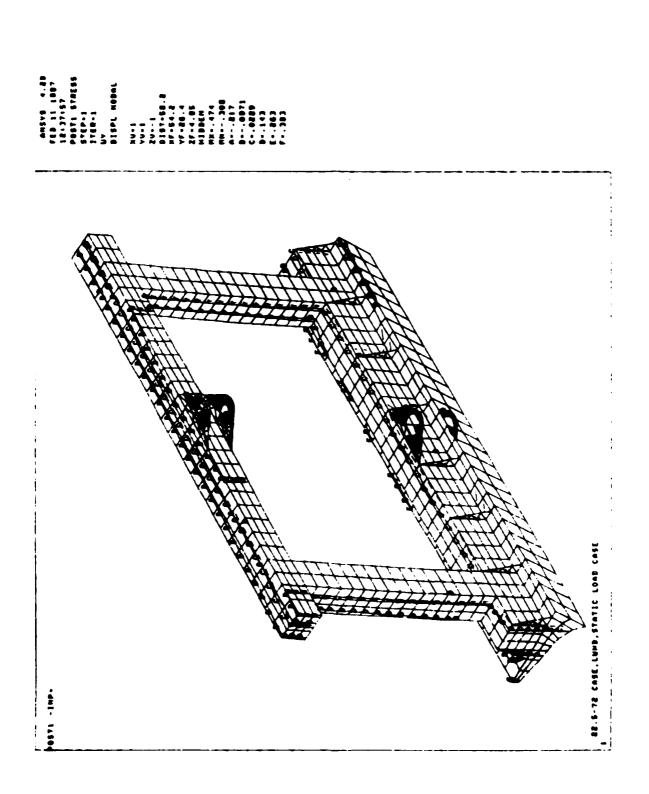


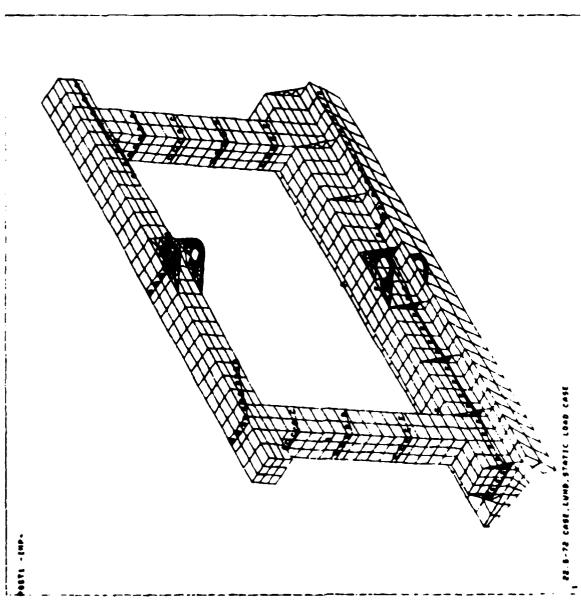
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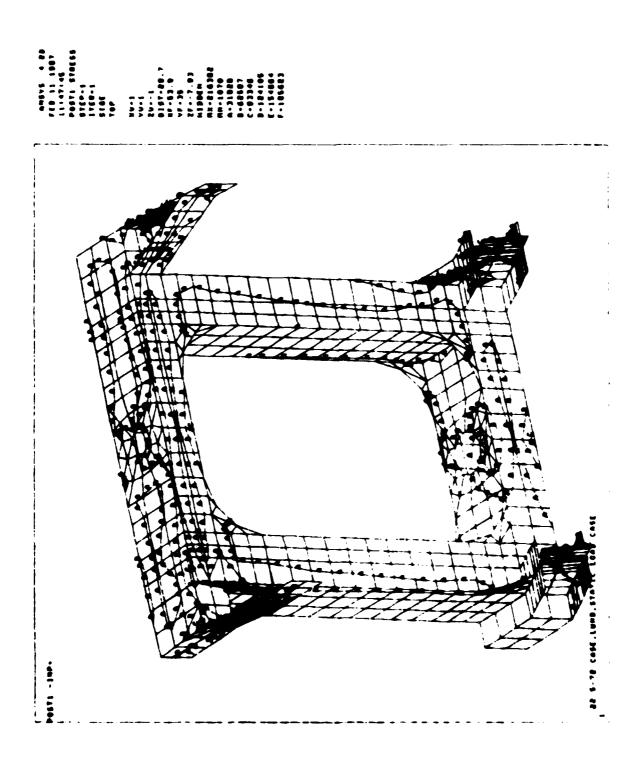
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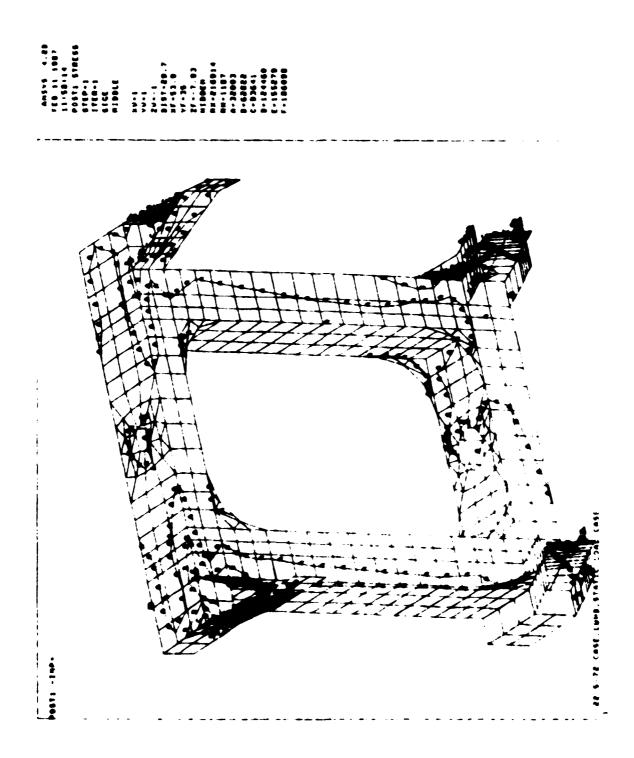
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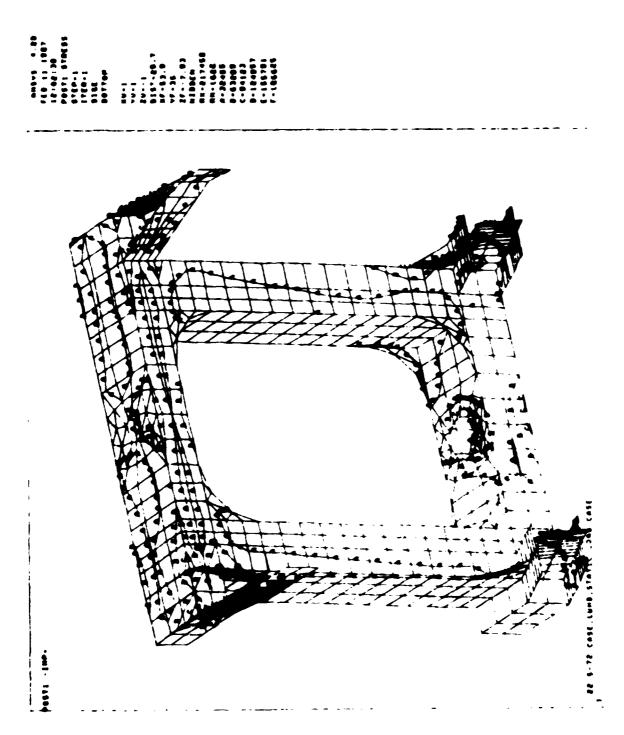
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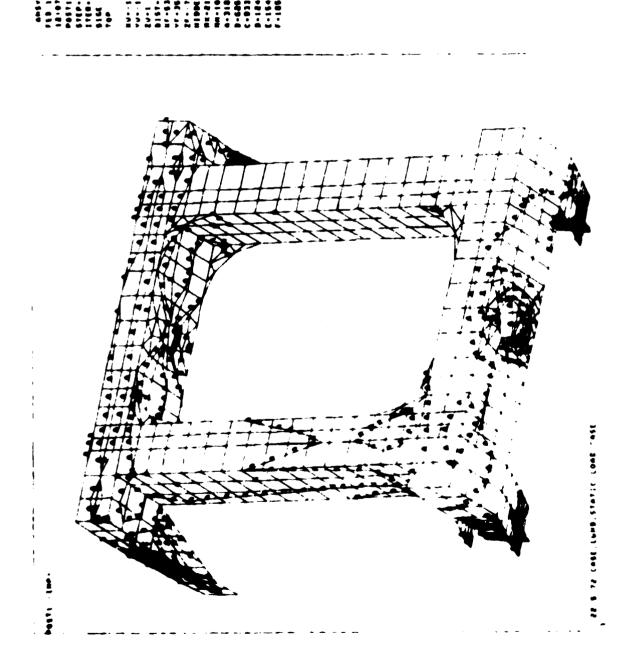
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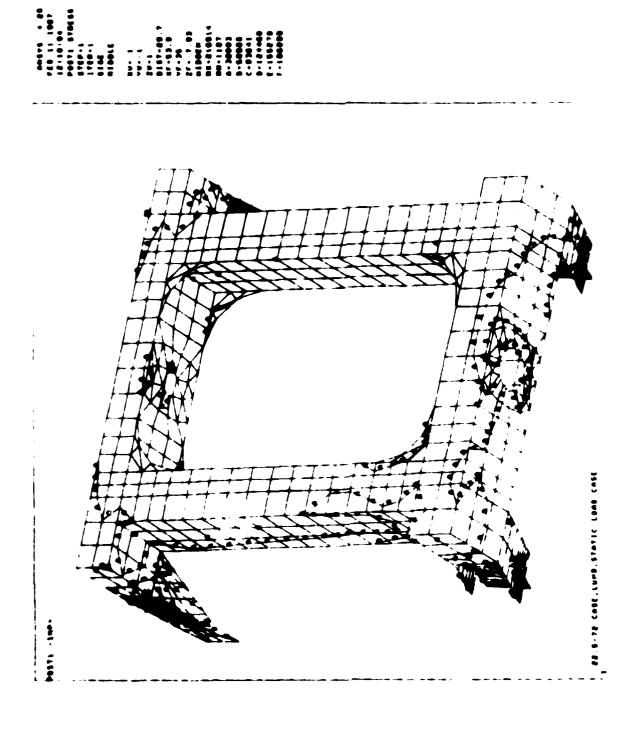
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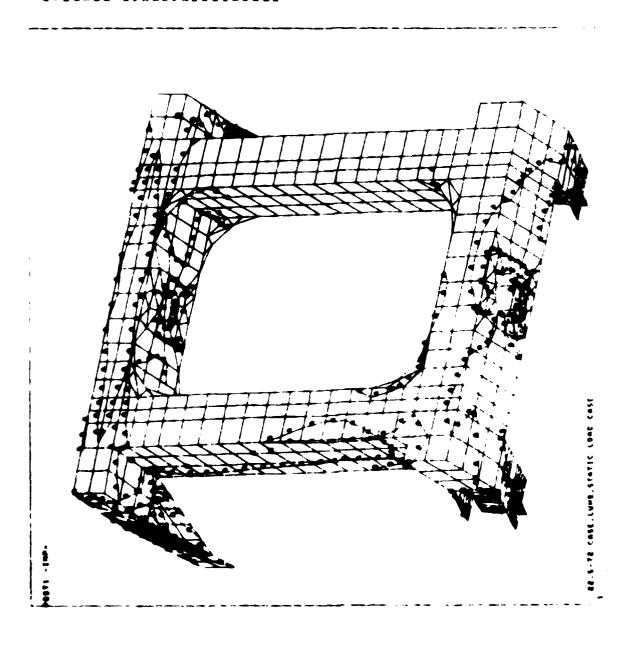


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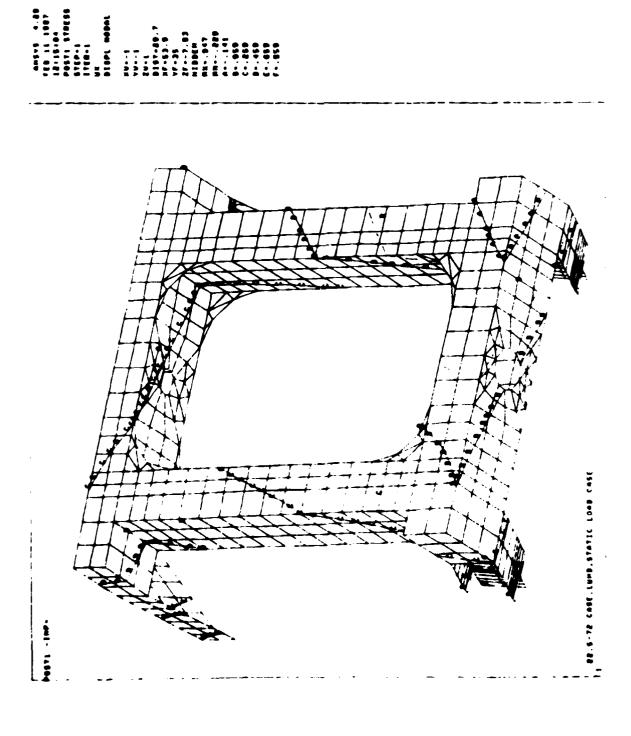
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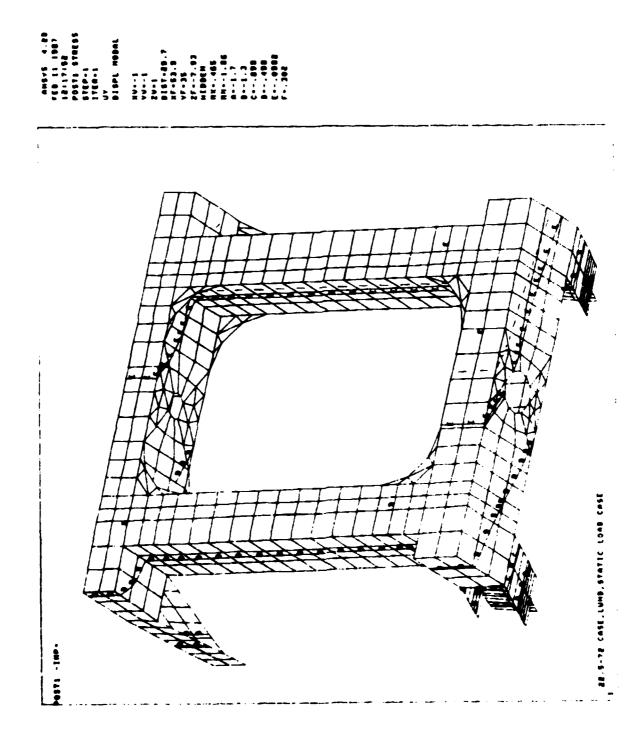
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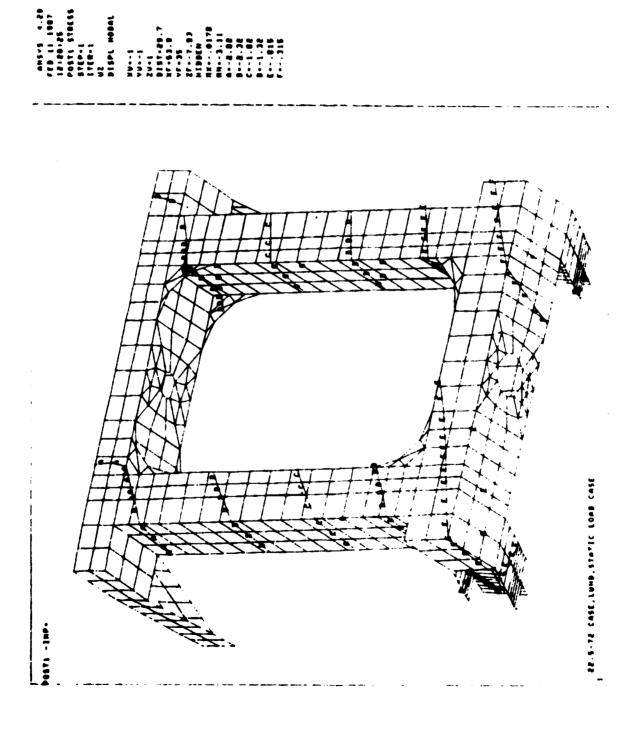
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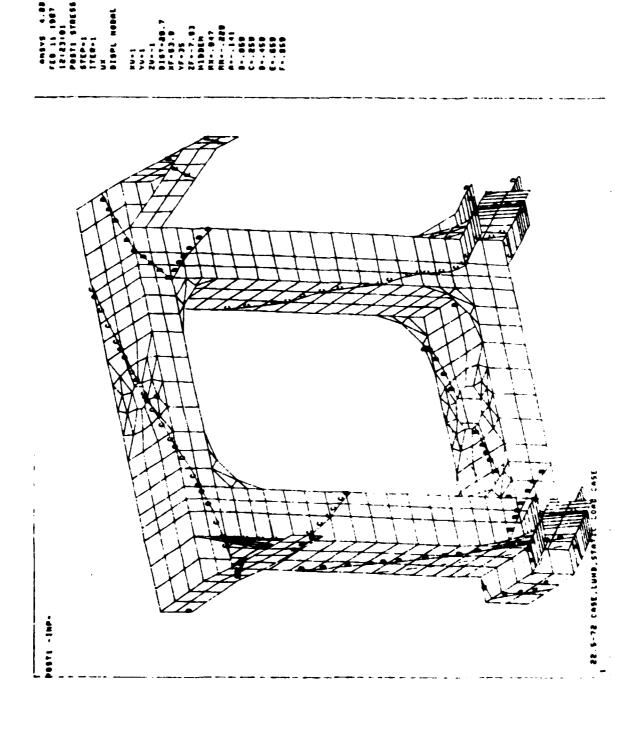
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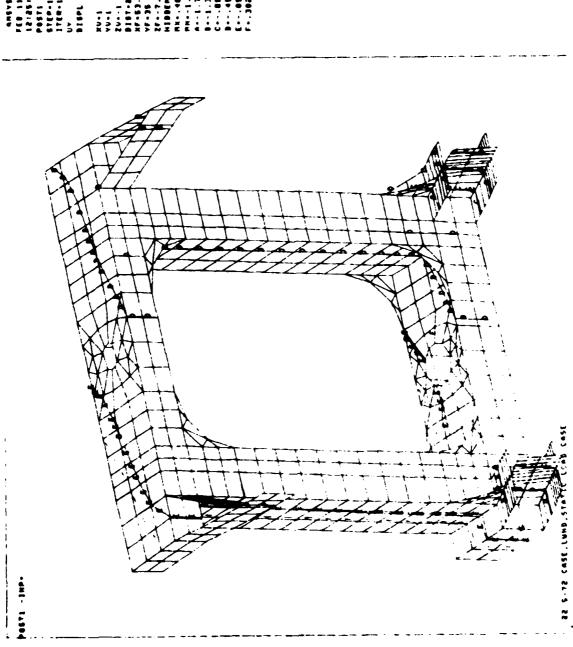


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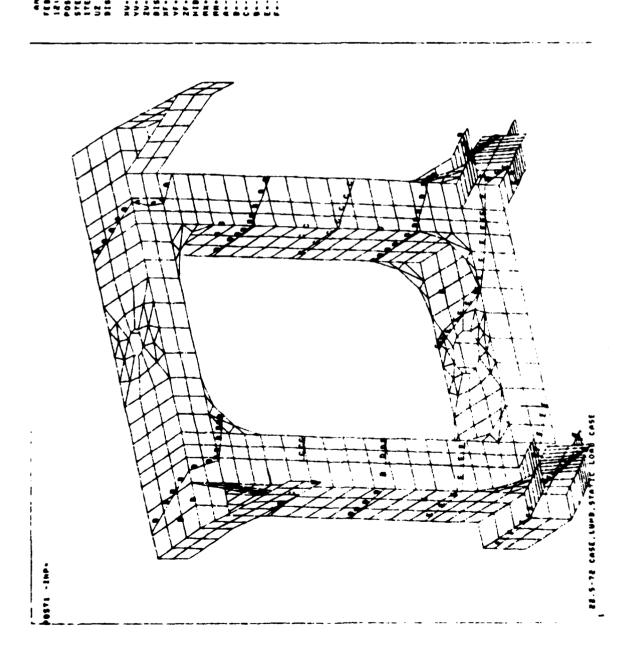
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